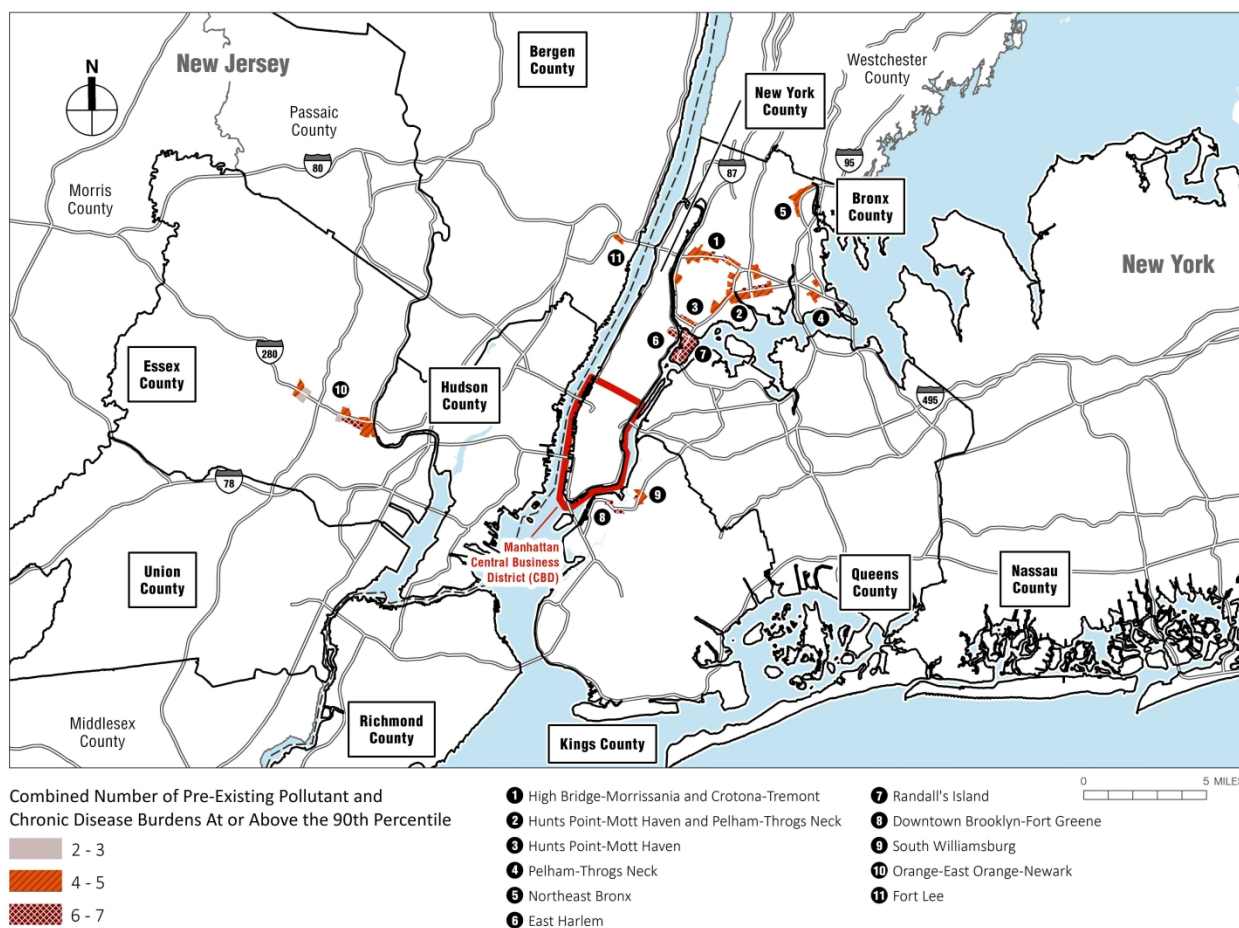


Figure 17.4 - Modified Final EA Figure 17D-18. Environmental Justice Census Tracts with High Pre-Existing Pollutant and Chronic Disease Burdens Where Truck Traffic Proximity Could Potentially Increase (Adopted Toll Structure)



Source: USEPA NATA and Agency Air Quality System via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJ 2022 data; BPM, WSP 2021 and 2023.

Note: Percentiles are national. Census Tract 3009, Nassau County not shown. Potential truck volume increases and decreases on roadways within the tract would ultimately cancel each other out and result in no change of truck traffic proximity for the residential populations within the tract.

## Non-Truck Traffic

- **Intensity of Potential Non-Truck-Traffic Increases:** Under the adopted toll structure, non-truck traffic increases would be of a lower intensity compared to Tolling Scenario E and Tolling Scenario G (the scenarios with, respectively, the greatest overall truck and non-truck traffic diversion effects), as illustrated in **Table 17.10**. This table provides the minimum, average, and maximum increase in non-truck traffic proximity for environmental justice-designated census tracts for Final EA Tolling Scenarios E and G, as well as the adopted toll structure. Under the adopted toll structure, the minimum potential increase is 0.08, which is within the range between Tolling Scenarios E and G (0.03 to 0.31, respectively); the average potential increase under the adopted toll structure (12.69) is below the range between Tolling Scenarios E and G (22.69 to 26.37); and the maximum increase in non-truck traffic proximity under the adopted toll structure (159.61) is below the range between Tolling Scenarios E and G (216.02 to 316.77). As described in Final EA Appendix 17D, non-truck traffic proximity uses the same calculation method used for truck-traffic proximity.<sup>19</sup> The average and maximum non-truck-traffic proximity increases that would occur with the adopted toll structure are all smaller than with the Final EA Tolling Scenario E or G and within the range evaluated in the Final EA for the minimum.
- **Location of Tracts and Communities with Potential Non-Truck Traffic Effects:** Under the adopted toll structure, small differences in the tracts and communities where potential non-truck diversion effects would occur, without potential truck effects, from those described in the Final EA, as illustrated in Table 17.12, which is Final EA Appendix 17D, Tables 17D-12 and 17D-13 with the adopted toll structure added. No new communities with potential non-truck traffic increases but without truck-traffic increases.
  - Four new tracts with the adopted toll structure in overburdened communities with potential non-truck traffic proximity increases, and without truck-traffic proximity increases that did not appear under Tolling Scenarios E or G as illustrated in **Table 17.11**. Because two of these four tracts had potential truck-traffic increases under Tolling Scenarios E and G, they were not included with non-truck-traffic proximity in the Final EA/FONSI. Under the adopted toll structure, these tracts do not have potential truck-traffic proximity increases, and so appear as having potential non-truck traffic proximity effects. The communities in which these four tracts are located and the increase in non-truck AADT on nearby highways are as follows: one tract in Fordham–Bronx Park, Bronx County, with a 19-vehicle reduction in AADT on the adjacent portion of the Bronx River Parkway (the decrease in AADT was slightly more with Tolling Scenarios E and G); one tract in Pelham–Throgs Neck, Bronx County with an increase in AADT of 12 vehicles on an adjacent portion of the Bronx River Parkway; Southeast Queens, Queens County, with an increase in AADT of 802 vehicles on an adjacent portion of the Cross Island Parkway; and one tract in Newark, Essex County— with an increase in AADT of 779 vehicles on an adjacent portion of McCarter Highway (NJ Route 21). The change in traffic at these locations is 2 percent or less and distributed across the day. These changes are small considering the AADT on these facilities.

<sup>19</sup> Final EA Appendix 17D, Section 17D-6.1.5, p. 17D-56.

- In the Final EA, Tables 17D-12 and 17D-13 provide data about some of the adjacent roadways adjacent to tracts where non-truck proximity increases could occur, including estimates of average annual daily non-truck AADT on highways under the No Action Alternative, modeled changes in non-truck AADT with Scenarios E and G, and the percentage that this change would represent from the No Action Alternative. Comparing the Final EA/FONSI data with data from the adopted toll structure (**Table 17.12**), there are nine communities identified with highways that have non-truck AADT changes outside the range of AADT changes identified for Scenarios E and G from the Final EA. Two of these communities experience a potential decrease in non-truck Traffic AADT. These two communities are Kingsbridge-Riverdale, Bronx County on the Henry Hudson Parkway (decrease in AADT of 1,226 vehicles or 2 percent) and Central Harlem-Morningside Heights, New York County on the Harlem River Drive (decrease in AADT of 315 vehicles or 0.3 percent). The FDR Drive in the community of Lower Manhattan, New York County, has a potential AADT increase (1,364 vehicles or 3 percent) below both Tolling Scenarios E and G, as does the FDR Drive in the Union Square—Lower East Side (Lower East Side) community (7,609 vehicles or 7 percent). The remaining six communities have highways with potential increases in non-truck traffic AADT ranging from 0.2 percent to 2 percent. These communities and facilities are Fordham—Bronx Park, Bronx County on the Mosholu Parkway (potential AADT increase of 393 vehicles or 1 percent), Canarsie-Flatlands, Kings County on the Belt Parkway (756 vehicles or 1 percent), Coney Island—Sheepshead Bay, Kings County, on the Belt Parkway (1,124 vehicles or 1 percent), Ridgewood—Forest Hills, Queens County on the Jackie Robinson Parkway (651 vehicles or 1 percent), and Belleville, Essex County, on the McCarter Highway NJ Rt 21 (821 vehicles or 2 percent). Hempstead, Nassau County, has two facilities with potential increases in AADT outside the range identified for Scenarios E and G, the Cross Island Parkway (234 vehicles or 0.2 percent), and the Nassau Expressway (385 vehicles or 1 percent). The increases are 2 percent and below, which is small relative to the AADT of the facilities and spread throughout the day. **Table 17.12** presents these AADT data as well.<sup>20</sup>

<sup>20</sup> As noted in the Final EA, Appendix 17D, Tables 17D-12 and 17D-13, and similar to tables describing truck traffic proximity increases, in some cases, nearby roadways will show decreases in non-truck AADT when truck traffic proximity increases, and vice versa. This occurs because of the distance weighting that is part of calculating changes in truck traffic proximity. A nearby roadway may show a net increase in truck traffic AADT, but the center of a census tract's population may be closer to a portion of the roadway with estimated decreases in truck volumes, meaning that exposure to emissions and truck traffic proximity decreases.

**Table 17.10 - Range of Non-Truck-Traffic Proximity Increases for Environmental Justice-Designated Overburdened Tracts Where Truck Traffic Proximity Would Not Also Increase**

TOPIC	LOCATION	DATA SHOWN IN TABLE	NON-TRUCK TRAFFIC PROXIMITY CHANGE (DAILY NON-TRUCKS PER METER DISTANCE)		
			FINAL EA SCENARIO E	FINAL EA SCENARIO G	ADOPTED TOLL STRUCTURE
Increases in non-truck traffic proximity, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases, but where truck traffic would not also increase	80 <u>OR</u> 66.66 Environmental Justice Designated Census Tracts	Minimum	0.31	0.03	0.08
		Average	22.69	26.37	12.69
		Maximum	216.02	316.77	159.61

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.



**Table 17.11 - Change in Non-Truck Traffic Proximity for Overburdened Environmental Justice-Designated Tracts Without Truck-Traffic Proximity Increases Under the Adopted Toll Structure, and Which Did Not Appear Under Tolling Scenarios E and G**

LOCATION	NON-TRUCK TRAFFIC PROXIMITY CHANGE (DAILY NON-TRUCKS PER METER DISTANCE)			HIGHWAY	NON-TRUCK TRAFFIC					
	SCENARIO E	SCENARIO G	ADOPTED TOLL STRUCTURE		SCENARIO E		SCENARIO G		ADOPTED TOLL STRUCTURE	
					CHANGE (AADT)	CHANGE (%)	CHANGE (AADT)	CHANGE (%)	CHANGE (AADT)	CHANGE (%)
Tract 334, Bronx County, NY (Fordham–Bronx Park)*	-6.75	-4.57	0.34	Bronx River Pkwy	-334	-0.3%	-102	-0.1%	-19	-0.02%
Tract 68, Bronx County, NY (Pelham–Throgs Neck)	-1.43	-0.02	0.08	Bronx River Pkwy	-168	-0.3%	-8	0.0%	12	0.02%
Tract 1571.02, Queens County, NY (Southeast Queens)**	9.43	12.32	11.28	Cross Island Pkwy	463	0.4%	714	0.6%	802	0.7%
Tract 96, Essex County, NJ (Newark)***	2.08	1.80	3.30	McCarter Hwy (NJ Rt 21)	470	1%	404	1%	779	2%

Source: U.S. Census Bureau, ACS 2015–2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

- \* Closer examination indicates that this tract is predicted to have an increase in non-truck traffic proximity under Scenario E and the adopted toll structure; though the portion of the Bronx River Pkwy passing through the tract is predicted to see a net decrease in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.
- \*\* Under Tolling Scenario E (as noted in Final EA Tables 17D-10 and 17D-15), as well as under Tolling Scenario G, Census Tract 1571.02, Queens County shows a potential non-truck traffic proximity increase, but it also shows a potential truck traffic proximity increase due to an increase of less than 1 truck per day on a Cross Island Parkway service road. Because of this small, potential truck traffic proximity increase, this tract was included in Table 17D-15 along with other tracts showing potential truck-traffic proximity increases under Tolling Scenario E. Under the adopted toll structure, the potential increase in truck traffic proximity is zero, which is why Census Tract 1571.02, Queens County appears in this table.
- \*\*\* Under Tolling Scenarios E and G, Census Tract 96, Essex County, has potential increases in both truck and non-truck traffic proximity. Thus, the tract did not appear in Final EA Tables 17D-12 and 17D-13. Under the adopted toll structure, the tract has potential truck-traffic proximity decreases, which is why it appears in this table.

Table 17.12 - Modified Final EA Table 17D-12 and 17D-13. Environmental Justice Tracts and Communities That Could Experience Non-Truck Traffic Proximity Increases without Truck Traffic Proximity Increases under the Adopted Toll Structure with Scenarios E & G

This table shows the number of environmental justice-designated tracts in each community with at least one pre-existing pollutant (80th percentile) or chronic disease burden (66.66th percentile). In the Final EA, communities identified as having these environmental justice-designated tracts with non-truck traffic proximity increases and without truck-traffic proximity increases under both Tolling Scenarios E and G were compared with communities identified as having tracts with truck-traffic proximity increases under Tolling Scenario E in order to ensure that the Final EA fully disclosed potential truck and non-truck traffic diversion effects. Blue shading behind the numbers of tracts under Tolling Scenarios E and G indicates that the corresponding community is not identified in the table of communities having highly burdened environmental justice-designated tracts with potential truck-traffic proximity increases under Tolling Scenario E (Final EA Table 17D-10). For the adopted toll structure, blue shading also appears behind the number of tracts to indicate that the corresponding community is not identified in the table of communities having highly burdened environmental justice-designated tracts with potential truck-traffic proximity increases under the adopted toll structure.

COUNTY	COMMUNITY	NUMBER OF TRACTS BY NUMBER OF PRE-EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE)			HIGHWAY	FINAL EA SCENARIO E			FINAL EA SCENARIO G			ADOPTED TOLL STRUCTURE		
		FINAL EA SCENARIO E	FINAL EA SCENARIO G	ADOPTED TOLL STRUCTURE		DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)
Bronx, NY	Fordham–Bronx Park	3	8	8	Bronx River Pkwy	95,415	-17	-0.02%	95,415*	301	0.3%	105,451*	10	0.01%
					Mosholu Pkwy	49,364	183	0.4%	49,364	291	1%	49,364	393	1%
	Kingsbridge–Riverdale**	1	2	1	Bronx River Pkwy	88,312	158	0.2%	88,312	502	1%	88,312	355	0.4%
					Henry Hudson Pkwy	52,188	-2,013	-4%	52,188	-1,338	-3%	52,188	-1,226	-2%
					Major Deegan Expwy	137,804	-2,620	-2%	137,804	-1,650	-1%	138,304	-2,256	-2%
					Mosholu Pkwy	70,125	-631	-1%	70,125	-125	-0.2%	70,125	-210	-0.3%
	Northeast Bronx***	5	4	5	Bronx River Pkwy	88,312	158	0.2%	88,312	502	1%	88,312	355	0.4%
					Hutchinson River Pkwy	139,000	-132	-0.1%	Community does not have tracts with potential traffic increases adjacent to Hutchinson River Pkwy			139,000	90	0.1%
					New England Thruway	114,329	-2,330	-2%	Community does not have tracts with potential traffic increases adjacent to New England Thruway			114,329	-1,963	-2%
	Pelham–Throgs Neck		5	1	Bronx River Pkwy	Community does not have tracts with potential traffic increases adjacent to Bronx River Pkwy			Community does not have tracts with potential traffic increases adjacent to Bronx River Pkwy			51,051	12	0.02%
Cross Bronx Expwy Ext					All tracts with non-truck traffic increases adjacent to Cross Bronx Expwy Ext also have truck-traffic proximity increases and are included in Table 17.8			67,348	2,945	4%	All tracts with non-truck traffic increases adjacent to Cross Bronx Expwy Ext also have truck-traffic proximity increases and are included in Table 17.8			
Kings, NY	Bensonhurst–Bay Ridge		7	5	Belt Pkwy	Community does not have tracts with potential traffic increases adjacent to Belt Pkwy			102,954*	215	0.2%	108,802*	1,155	1%
					Brooklyn Queens Expwy	Community does not have tracts with potential traffic increases adjacent to Brooklyn Queens Expwy			53,564*	2,128	4%	41,286*	1,472	4%
	Canarsie–Flatlands		2	2	Belt Pkwy	Community does not have tracts with potential traffic increases adjacent to Belt Pkwy			126,307	432	0.3%	126,307	756	1%
	Coney Island–Sheepshead Bay		7	7	Belt Pkwy	Community does not have tracts with potential traffic increases adjacent to Belt Pkwy			118,945	930	1%	118,945	1,124	1%
	East New York	1	1	1	Jackie Robinson Pkwy	87,492	1,440	2%	87,492	538	1%	87,492	1,382	2%
New York, NY	Central Harlem–Morningside Heights†		3	1	Harlem River Dr	Community does not have tracts with potential traffic increases adjacent to Harlem River Dr			122,662	1,037	1%	120,876	-315	-0.3%
	Lower Manhattan	1	1	1	FDR Dr	44,052	5,755	13%	44,052	3,137	7%	44,052	1,364	3%

COUNTY	COMMUNITY	NUMBER OF TRACTS BY NUMBER OF PRE-EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE)			HIGHWAY	FINAL EA SCENARIO E			FINAL EA SCENARIO G			ADOPTED TOLL STRUCTURE		
		FINAL EA SCENARIO E	FINAL EA SCENARIO G	ADOPTED TOLL STRUCTURE		DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)
	Union Square–Lower East Side (Lower East Side)	4	4	4	FDR Dr	107,507	7,672	7%	107,507	8,150	8%	107,507	7,609	7%
Queens, NY	Flushing–Clearview	1	2	2	Cross Island Pkwy	110,139	295	0.3%	110,139	282	0.3%	110,139	597	1%
					Whitestone Expwy	Tract with non-truck traffic increases adjacent to Whitestone Expwy also has truck-traffic increases and is included in Table 17D-15			163,532	1,054	1%	163,532	115	0.07%
	Jamaica <sup>††</sup>	1	2	1	Belt Pkwy	155,884	-617	-0.4%	155,884	-165	-0.1%	Community does not have tracts with potential traffic increases adjacent to Belt Pkwy		
					JFK Expwy	34,513	7	0.02%	34,513	-262	-1%	Community does not have tracts with potential traffic increases adjacent to JFK Expwy		
					Nassau Expwy	66,009	-1,023	-2%	66,009	-977	-1%	Community does not have tracts with potential traffic increases adjacent to Nassau Expwy		
					Van Wyck Expwy	159,528	-138	-0.09%	159,528	751	0.5%	159,528	122	0.08%
	Ridgewood–Forest Hills	2	2	2	Jackie Robinson Pkwy	117,227	553	0.5%	117,227	512	0.4%	117,227	651	1%
	Southeast Queens	2	3	4	Belt Pkwy	157,617	53	0.03%	157,617	583	0.4%	157,617	321	0.2%
					Cross Island Pkwy	136,974	-41	-0.03%	136,974	526	0.4%	125,701	544	0.4%
					Hook Creek Blvd	3,356	26	0.8%	3,356	-19	-1%	3,356	-73	-2%
	Southwest Queens	1	3	2	Belt Pkwy	167,960	-1,855	-1%	167,960	841	1%	167,960	952	1%
					Nassau Expwy	Community does not have tracts with potential traffic increases adjacent to Nassau Expwy			32,379	-910	-3%	32,379	-631	-2%
					Van Wyck Expwy	132,116	534	0.4%	132,116	-535	-0.4%	Tract with non-truck traffic increases adjacent to Van Wyck Expwy also has truck traffic increases, and is included in Table 17D-15		
	West Queens	1	3	3	Grand Central Pkwy	Community does not have tracts with potential traffic increases adjacent to Grand Central Pkwy			109,447	859	1%	109,447	280	0.3%
					Long Island Expwy	184,144	1,108	0.6%	Community does not have tracts with potential traffic increases adjacent to Long Island Expwy			Community does not have tracts with potential traffic increases adjacent to Long Island Expwy		
Bergen, NJ	Fort Lee		2	1	I-95	All tracts with non-truck traffic increases adjacent to I-95 also have truck-traffic proximity increases and are included in Table 17.8			136,411*	9,431	7%	122,339*	5,770	5%
					Palisades Interstate Pkwy	Community does not have tracts with potential traffic increases adjacent to Palisades Interstate Pkwy			64,897	1,616	2%	64,897	1,068	2%
					N Bergen Blvd (US-46)	All tracts with non-truck traffic increases adjacent to N Bergen Blvd (US-46) also have truck-traffic proximity increases and are included in Table 17.8			46,580	3,170	7%	Community does not have tracts with potential traffic increases adjacent to N Bergen Blvd (US-46)		
Essex, NJ	Belleville <sup>†††</sup>	1		1	McCarter Hwy (NJ Rt 21)	45,515	525	1%	Community does not have tracts with potential traffic increases adjacent to McCarter Hwy (NJ Rt 21)			45,515	821	2%
	East Orange	3	3	3	Garden State Pkwy	108,539	1,296	1%	108,539	1,252	1%	108,539	1,392	1%
					I-280	95,485	-1,958	-2%	95,485	-1,934	-2%	95,485	-1,702	-2%
	Irvington	6	6	6	Garden State Pkwy	121,204	1,475	1%	121,204	1,128	1%	121,204	1,363	1%
	Newark	1	1	2	Garden State Pkwy	128,342	1,279	1%	128,342	1,126	1%	128,342	1,398	1%

COUNTY	COMMUNITY	NUMBER OF TRACTS BY NUMBER OF PRE-EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE)			HIGHWAY	FINAL EA SCENARIO E			FINAL EA SCENARIO G			ADOPTED TOLL STRUCTURE		
		FINAL EA SCENARIO E	FINAL EA SCENARIO G	ADOPTED TOLL STRUCTURE		DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)
					McCarter Hwy (NJ Rt 21)	All tracts with non-truck traffic increases adjacent to McCarter Hwy (NJ Rt 21) also have truck-traffic proximity increases and are included in Table 17.8			42,369	404	1%	42,369	779	2%
Union, NJ	Elizabeth <sup>§</sup>	2	3	3	I-95	115,637	-1,415	-1%	115,637	-379	-0.3%	115,637	-628	-1%
Nassau, NY	Hempstead	1	2	2	Cross Island Pkwy	141,039	-227	-0.2%	141,039	149	0.1%	141,039	234	0.2%
					Nassau Expwy	64,528	117	0.2%	64,528	6	0.01%	64,528	385	1%

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

- Results not shown for the following communities because no tracts appeared in these communities with potential non-truck traffic increases but without potential truck-traffic increases under the adopted toll structure: Crotona–Tremont, Bronx County; High Bridge–Morrisania, Bronx County; Sunset Park, Kings County; Downtown–Heights–Slope, Kings County; Washington Heights–Inwood, New York County; Bayside–Little Neck, Queens County; Port Richmond, Richmond County; Hackensack, Bergen County; Palisades Park, Bergen County; Ridgefield, Bergen County; and Jersey City, Hudson County.
- \*

In some cases, specific tracts with potential traffic increases along a certain highway and within a community and differ between Scenario E, Scenario G, and the adopted toll structure. In these cases, the “No Action” AADT will differ because the section of the highway analyzed differs.
- \*\*

Under Tolling Scenarios E and G, (as noted on Final EA Tables 17D-12 and 17D-13) as well as the adopted toll structure, Census Tract 435, Bronx County is predicted to have an increase in non-truck traffic proximity; though highways passing through the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.
- \*\*\*

Under Tolling Scenario E (as noted on Final EA Table 17D-12) and the adopted toll structure, Census Tract 302, Bronx County is predicted to have an increase in non-truck traffic proximity under Tolling Scenario E and the adopted toll structure; though highways adjacent to the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.
- †

Under the adopted toll structure, Census Tract 243.02, New York County, could see in increase in non-truck traffic proximity, even though AADT is predicted to decrease. Though the highway adjacent to the tract is predicted to see decreases in non-truck traffic, the center of its population is near a portion of the highway where modeling indicates that non-truck traffic could increase.
- ††

Under Tolling Scenarios E and G (as noted in Final EA Tables 17D-12 and 17D-13), Census Tract 306, Queens County is predicted to have an increase in non-truck traffic proximity; though highways passing through the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.
- †††

As noted in Final EA Table 17D-12, under Tolling Scenario E, Tract 144, Essex County has a small potential increase in truck traffic that produces a potential truck-traffic proximity change of less than one truck per meter distance.
- §

Under Tolling Scenarios E & G (as noted in Final EA Tables 17D-12 and 17D-13) as well as under the adopted toll structure, non-truck traffic proximity is predicted to increase in these census tracts, even though AADT is predicted to see a net decrease; the centers of population in each of the three tracts are closer to portions of the highway where modeling indicates non-truck traffic proximity could increase.

## Regional and Place-Based Mitigation

As noted in the Final EA and above, the Project Sponsors will implement regional and place-based mitigation measures to potential Project-related traffic diversions, related air pollutants, and associated health effects in communities that are already overburdened by pre-existing air pollution and/or chronic diseases, relative to national percentiles. **Table 17.13**, below, shows the mitigation measures committed to by the Project Sponsors with the funding amounts committed to in the Final EA as well as the funding amounts committed to with the adopted toll structure. As described in the subsection, “Allocation of Place-Based Mitigation Funding by Community,” below, target funding allocations for place-based mitigation are determined based on the population of the affected census tracts as a percentage of the overall population of all affected census tracts.

Table 17.13 - Regional and Place-Based Mitigation Measures

MITIGATION MEASURES	BENEFIT AND RESULT OF MITIGATION	RELEVANT LOCATION(S)	IMPLEMENTATION LEAD	FUNDING SOURCE	5-YEAR FUNDING¹	
					FINAL EA	ADOPTED TOLL STRUCTURE
Regional Mitigation (Measures Benefit “90 or 90” and “90 and 90” Tracts and Communities with Potential Truck Traffic Diversions)						
Further reduced overnight toll	Minimize/avoid truck diversions	10-county environmental justice study area	TBTA	CBD Tolling Program	\$30 million	\$123 million
Expand NYC Clean Trucks Program	NO <sub>x</sub> and PM <sub>2.5</sub> reductions from ~500 new clean trucks		NYCDOT	CBD Tolling Program	\$20 million	\$20 million
Expand NYCDOT Off-Hours Delivery Program	Safety and emissions reduction benefits resulting from reduced truck traffic during the day		NYCDOT	CBD Tolling Program	\$5 million	\$5 million
Place-Based Mitigation (Measures Benefit Tracts along the FDR Drive in Lower Manhattan and Union Square–Lower East Side (Lower East Side) Communities, and “90 and 90” Tracts and Communities with Truck Traffic Diversions)						
Toll vehicles traveling northbound on the FDR Drive that exit at East Houston Street and then travel southbound on FDR Drive	25 to 35 percent of the non-truck traffic increases on the FDR Drive could be mitigated	FDR Drive between the Brooklyn Bridge and East Houston Street	TBTA	N/A	N/A	N/A
Replacement of Transport Refrigeration Units (TRUs) at Hunts Point Produce Market	Major NO <sub>x</sub> and PM <sub>2.5</sub> reductions from the replacement of up to 1,000 TRUs	Hunts Point	NYCDOT	CBD Tolling Program²	\$15 million²	\$15 million²
Implement Electric Truck Charging Infrastructure	NO <sub>x</sub> and PM <sub>2.5</sub> reductions from electric vehicles using 35 new chargers (at seven stations)	See “Benefits and Allocation of Funding for Mitigation Measures,” below	NYSDOT	\$10 million Federal CRP + \$10 million CBD Tolling Program	\$20 million	\$20 million
Install Roadside Vegetation to Improve Near-Road Air Quality	Improves near-road air quality by pollutant capture from ~4,000 trees and ~40,000 shrubs		TBTA with Relevant State and Local Agencies	CBD Tolling Program	\$10 million	\$10 million
Renovate Parks and Greenspace in Environmental Justice Communities	Increases overall community well-being. 2-5 park/ greenspace renovations depending on size and complexity.		TBTA with Relevant State and Local Agencies	CBD Tolling Program	\$25 million	\$25 million
Install Air Filtration Units in Schools Near Highways	Removes air pollutants from classrooms. 25-40 schools depending on school size and complexity of existing HVAC system.		TBTA with Relevant State and Local Agencies	CBD Tolling Program	\$10 million	\$10 million
Establish Asthma Case Management Program and Bronx Center	Reduces hospitalizations and doctor visits, decreases days and nights with symptoms and missed school days – program expansion up to 25 schools		NYC DOHMH	CBD Tolling Program	\$20 million	\$20 million

Notes:

<sup>1</sup> An additional \$5 million has been allocated for mitigation and enhancement measures related to monitoring across other topics, along with \$82 million for the low-income toll discount. Enhancement measures include air quality monitoring that will expand NYC’s existing monitoring network. Locations have been selected in consideration of the traffic and air quality analyses in the Final EA and in coordination with environmental justice stakeholders and relevant state and local agencies. This will complement the regional and place-based mitigation measures related to traffic diversions outlined here.

<sup>2</sup> In the Final EA, MTA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds were identified for replacement of TRUs at Hunts Point Produce Market; the source has changed, but not the amount of funding; after three years, any remaining funds designated for TRU replacements may also be used for clean truck replacement vouchers through the NYC Clean Trucks Program.



## Benefits and Allocation of Funding for Mitigation Measures

### *Benefits of Regional Mitigation Measures*

Regionwide, 151 census tracts have been identified for having potential truck traffic proximity increases, and for being in the 90th percentile for at least one pre-existing pollutant burden OR in the 90th percentile for at least one pre-existing chronic disease burden. This is a small fraction of the 2,194 environmental justice-designated census tracts in the 10-county environmental justice local study area and an even smaller fraction of all 3,106 tracts. However, the Final EA committed that these tracts will receive the commitments to regional mitigation measures. Under the adopted toll structure, a total of \$148M has been dedicated to these regional mitigation measures. This commitment includes:

- \$123M to deeply discount the overnight toll
- \$20M to expand the NYC Clean Trucks Program
- \$5M to expand the NYCDOT Off-Hours Delivery Program

### *Discounted Overnight Toll<sup>21</sup>*

Modeling for the Final EA indicated that many of the drivers who divert to other routes to avoid the toll would do so in the overnight hours, in part because of the toll rate. The overnight toll rates in the adopted toll structure were reduced beyond the commitment made in the Final EA and for a longer time period (the adopted toll structure includes overnight period toll rates that are 75 percent lower than the respective peak toll rates from 9:00 p.m. to 5:00 a.m. on weekdays and 9:00 p.m. to 9:00 a.m. weekends). The deeply discounted overnight toll would benefit communities along diversion routes, including environmental justice communities, as drivers are less likely to divert due to the discounted rate. Additionally, all drivers entering the CBD during the overnight period would benefit from the lower toll. Specifically, the distribution of drivers into the CBD during the overnight period from each crossing that would benefit from the discounted toll is as follows<sup>22</sup>:

- 39.4 percent from vehicles crossing into the CBD from 60th Street
- 24.3 percent from vehicles crossing into the CBD from Brooklyn
- 18.8 percent from vehicles crossing into the CBD from New Jersey
- 17.5 percent from vehicles crossing into the CBD from Queens

### *Expansion of NYC Clean Trucks Program*

Trucks with more than 70 percent of their VMT in the tri-state (NY/NJ/CT) area are eligible for funding to replace old diesel trucks to lower-emission electric, hybrid, compressed natural gas, and clean diesel vehicles. This commitment would result in reduced emissions across the entirety of the replacement trucks' trips, through communities throughout the region, including those environmental justice communities with preexisting burdens that could have increased truck traffic proximity as a result of the adopted toll structure. The NYC Clean Trucks Program has previously funded the conversion of over 600 trucks, which

<sup>21</sup> The adopted toll structure includes an overnight toll discounted beyond the mitigation commitment in the Final EA. The overnight E-ZPass rate is 25 percent of the peak toll rate from 9 p.m. – 5 a.m. weekdays and 9 p.m. – 9 a.m. weekends.

<sup>22</sup> See Appendix 4A.2, Table 4A.2-3, p. Appendix 4A.2-6



has removed approximately one ton of PM<sub>2.5</sub> and 30 tons of NO<sub>x</sub> annually.<sup>23</sup> The funding commitment of \$20 million would allow for the conversion of approximately 500 more trucks.

#### *Expansion of NYCDOT Off-Hours Delivery Program*

NYCDOT will expand its off-hours delivery program to reduce daytime truck traffic, reduce emissions, and increase roadway safety. The Off-Hours Delivery Program focuses on shifting truck deliveries from peak period to off hours (7:00 p.m. to 6:00 a.m.) and can benefit the community by resulting in less congestion as trucks would not travel at the same time as commuters and bus riders, and by reducing emissions as more trucks would be traveling during overnight hours and not sitting in traffic. This program is available to all users and would result in a reduction of truck trips during daytime hours on access routes from any origin.

#### ***Allocation of Place-Based Mitigation Funding by Community***

The Final EA concluded that specific census tracts that, based on modeling projections, would experience increased or decreased traffic proximity changed depending on the tolling scenario, but that the affected communities remain largely the same. Under the adopted toll structure, the affected census tracts and communities have been identified, confirming that the same communities would be affected as predicted in the Final EA. With the completion of this analysis for the adopted toll structure, as contemplated by the Final EA and FONSI, the Project Sponsors have refined the allocation of place-based mitigation funds as outlined in Final EA Table 17-16, which commits a total of \$100M to place-based mitigation measures. This includes:

- \$15M for the Replacement of TRUs at Hunts Point Produce Market
- \$20M to Implement Electric Truck Charging Infrastructure
- \$10M to Install Roadside Vegetation
- \$25M to Renovate Parks and Greenspace
- \$10M to Install Air Filtration Units in Schools Near Highways
- \$20M to Establish an Asthma Case Management Program and Bronx Center

To determine target allocations across communities for the \$100M, the share of population in all affected tracts was used, as illustrated in **Table 17.14**.

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<sup>23</sup> NYCDOT 2022 analysis of NYC Clean Trucks Program participant data and US EPA's Diesel Emissions Quantifier.

**Table 17.14 - Place-Based Mitigation Measures Funding Allocation**

COUNTY	COMMUNITY IDENTIFIED FOR PLACE-BASED MITIGATION	TOTAL POPULATION	SHARE OF POPULATION IN ALL AFFECTED TRACTS	ALLOCATED FUNDS
Bronx, NY	Crotona - Tremont	51,133	22.6%	\$22.6M
	High Bridge - Morrisania	20,884	9.2%	\$9.2M
	Hunts Point - Mott Haven	42,621	18.9%	\$18.9M
	Northeast Bronx	9,912	4.4%	\$4.4M
	Pelham - Throgs Neck	37,608	16.6%	\$16.6M
Kings, NY	Downtown Brooklyn–Fort Greene*	12,819	5.7%	\$5.7M
	South Williamsburg**	16,807	7.4%	\$7.4M
New York, NY	East Harlem	9,968	4.4%	\$4.4M
	Randall's Island***	2,009	0.9%	\$0.9M
Bergen, NJ	Fort Lee	3,159	1.4%	\$1.4M
Essex, NJ	City of Orange	1,925	0.9%	\$0.9M
	East Orange	4,124	1.8%	\$1.8M
	Newark	12,982	5.7%	\$5.7M

\* As noted in Final EA, Appendix D to Appendix 17D, Part of the Downtown–Heights–Slope UHF neighborhood but labelled “Downtown Brooklyn–Fort Greene” to further specify location.

\*\* As noted in Final EA, Appendix D to Appendix 17D, Part of the Greenpoint UHF neighborhood, but labeled as “South Williamsburg” to further specify location.

\*\*\* As noted in Final EA, Appendix D to Appendix 17D, part of the East Harlem UHF neighborhood, but labeled as “Randall’s Island” to further specify location.

As outlined in the Final EA, several of the six mitigation strategies have been targeted to specific communities or geographic areas, as follows:

- Replacement of TRUs at Hunts Point Market. In the Final EA, the amount allocated for this mitigation measure is \$15M; as noted above, this community in the Bronx is eligible for \$18.9M of the place-based mitigation funding. Replacement of polluting TRUs at the Hunts Point Produce Market could lead to as much as 21 tons of NO<sub>x</sub> and 2.5 tons of PM<sub>2.5</sub> reduction per year for every 100 TRUs<sup>24</sup>. These reductions are greater in magnitude than the potential additional emissions of these pollutants that the Project could cause in the Bronx as a whole but would most benefit the Hunts Point area.
- Implementation of electric charging infrastructure will be implemented through the Federal Carbon Reduction Program (CRP) using funds received by NYSDOT and will, therefore, be limited to locations in New York. However, given that 4.8 percent of the trucks with destinations in New York City, come from or pass through New Jersey on a daily basis, and 0.2 percent come from or pass through

<sup>24</sup> NYCDOT 2022 analysis of TRUs converted and US EPA’s Diesel Emissions Quantifier.

Connecticut.<sup>25</sup> New Jersey and Connecticut communities will benefit from this mitigation, as will New York communities that have truck traffic but where charging stations will not be located. The installation of 35 electric truck chargers at seven stations could lead to a reduction of as much as 32.6 tons of NO<sub>x</sub> and 1.54 tons of PM<sub>2.5</sub> reduction, city-wide by 2035.<sup>26</sup>

- Expansion of the existing NYC Asthma Care Management Program and a Bronx Asthma Center, which will occur in the Bronx. The expansion of the existing NYC Asthma Case Management Program and a new Bronx Asthma Center would be modeled after NYC DOHMH's East Harlem Asthma Center of Excellence (EHACE). EHACE's counselor program reported outcomes of 50 percent reduction in hospitalizations, a 56 percent decrease in emergency department visits, and a significant decrease in the number of days and nights with asthma symptoms, along with reductions in missed school days related to asthma, for program participants.

All communities are eligible for the remaining three mitigation strategies – installation of roadside vegetation, renovation of parks and greenspace, and installation of air filtration units in schools near highways, pending the identification of feasible sites. Together, the financial commitment for these strategies totals \$45M. The installation of roadside vegetation to improve near-road air quality and the renovation of parks and greenspaces would help to improve community well-being and can have multiple other benefits such as reducing air temperatures, reducing stormwater runoff, providing opportunities for exercise, and increasing social interaction. The installation of air filtration units in schools near highways with truck traffic increases would improve indoor air quality in schools, which are sensitive receptor sites.

As outlined in the Final EA, the Project Sponsors will engage with the Environmental Justice Community Group (EJCG), and relevant communities that warrant place-based mitigation, based on the data in this reevaluation. Local implementing agencies will also help determine which of the specific place-based mitigation measures as described above are appropriate for each community within the allocated funds, and exactly where they should be sited.

The siting process will comply with all commitments made in the Final EA, be transparent to interested stakeholders including the general public, press, and elected officials, and ensure the projects are additive (i.e. not already funded and announced work). The specific site selection methodology for place-based mitigation is described below.

1. Analyze Existing Conditions in Communities and Assess Suitability of Mitigation Measures

For the identified communities, publicly available data relevant to the suitability of each type of place-based mitigation measure will be collected. Preliminary data and information to be collected will depend on the availability of data sets; additional data will be included as identified and appropriate. Additional data may also be collected from other relevant agencies during this step, such as information related to relevant planned and programmed projects.

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<sup>25</sup> WSP analysis of BPM No Action truck trip tables, 2024.

<sup>26</sup> Estimates from benefit-cost analysis of successful NYC Economic Development Corporation/NYC DOT/NYC Small Business Services USDOT Infrastructure for Rebuilding America grant application for the Hunts Point Terminal Produce Market Intermodal Facility project.

Geospatial analysis will be performed to determine the suitability of each mitigation measure for a given community, as well as consideration of the location of mitigation measures for which the location has been determined (e.g., Hunts Point Produce Market TRUs). For example, in communities where only one mitigation measure is feasible, that mitigation will be sited in that community and the distribution of the remaining mitigation measures will consider this.

2. Engage the Environmental Justice Community Group

Engage the EJCG to solicit feedback on MTA's approach to the site-selection process. The Project Sponsors will walk through the approach, providing details on what has been done to date. The EJCG will have the opportunity to provide input for the next phase of site selection refinement.

3. Engage with Relevant Agencies to Refine Analysis and Identify Specific Potential Sites

Meet with relevant agencies to review the initial suitability analysis and identify other factors that may influence site selection, such as implementation approach, needs assessments, and other feasibility factors. Siting could take account of feasible and appropriate sites adjacent to identified communities where the mitigation would benefit the residents of such communities.

4. Refine Analysis and Mapping of Potential Sites and Ensure an Equitable Distribution of Mitigation Measures

Refine analysis to incorporate feedback from the EJCG and the relevant agencies. Specific potential sites, cost of implementation at those sites, and the funding allotment for each mitigation measure will also be considered in this step, ensuring that the mitigation funding is spread equitably among the communities.

5. Develop and Present Draft Mitigation Plan

Develop a Draft Mitigation Plan that includes the proposed locations for each mitigation measure as well as the proposed allocated funds for each location. The Draft Mitigation Plan will be presented to relevant agencies, the EJCG, local officials, and other relevant community stakeholders for review and comment.

6. Finalize Mitigation Plan

A Final Mitigation Plan will be prepared that reflects feedback received on the Draft Mitigation Plan. This plan will be used as the roadmap for developing and finalizing Memoranda of Understanding (MOUs) and funding agreements with the Project Sponsors and other agencies. As work progresses, if there are impediments to proceeding with a given site, data and analysis from this process will be revisited and potential alternative sites will be identified using a similar process.

## FINDINGS

The Final EA considered the effects of the Project on environmental justice populations, including local neighborhood effects and regional effects related to mobility and changes in travel patterns. The Final EA included analysis of Project effects related to increases or decreases in traffic and non-truck traffic as a result of traffic diversions in communities already highly burdened by pre-existing air pollution and chronic

diseases. For the reevaluation, the Project Sponsors considered the effects of the adopted toll structure for these same topics, using results from the BPM incorporating the adopted toll structure.

### Low-Income Drivers

The Final EA concluded that the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers who currently drive to the Manhattan CBD and do not have reasonable alternative transportation modes available, because the cost of the toll would consume a larger percentage of their available income. As a result, the Project Sponsors committed to a program of mitigation measures for low-income frequent drivers, including a 25 percent discount after 10 trips to the CBD for the first five years of the Program. The adopted toll structure includes passenger toll rates within the range evaluated in the Final EA and enhances the mitigation commitments by offering a 50 percent discount off the peak hour toll after 10 trips per month for low-income drivers, giving a deeper discount than committed to in the Final EA.<sup>27</sup> The conclusions in the Final EA/FONSI are still valid.

### Minority Taxi and FHV Drivers

The Final EA/FONSI concluded that taxi and FHVs would be adversely affected by the cost of the toll if tolled more than once per day and the reduction of VMT associated with taxis and/or FHVs in Manhattan due to the cost of the toll and income loss leading to losses in employment because the income of taxi and FHV drivers is directly related to the miles they travel with paying customers.

The mitigation commitment in the Final EA/ FONSI was to implement a toll structure where taxis and FHVs would not be charged more than once per day. With the adopted toll structure, taxi and FHVs would be tolled for each trip entering, leaving, and within the CBD made with passengers. The base toll for taxis (including yellow taxis, green cabs, and FHVs other than high-volume FHVs) would be \$1.25 per trip with paying passengers for trips to, within, or from the Manhattan CBD; for high-volume FHVs, the base toll would be \$2.50 per trip with paying passengers for trips to, within, or from the Manhattan CBD. Based on a TLC analysis of trips made by TLC-licensed vehicles in May 2023, the average number of taxi and FHV trips to, within, and from the Manhattan CBD is 12 and 6, respectively. Thus, this rate is consistent with the Project Sponsors' commitment to incorporate a toll of no more than once per day for taxis and FHVs in the adopted toll structure, and falls within the range of daily peak toll rates evaluated in the Final EA and determined not to have an adverse effect on either drivers or the industry, which was from \$9 to \$23 in the different tolling scenarios. This limits the reduction in taxi and FHV VMT in the Manhattan CBD to within the range of the Final EA/FONSI for which no adverse effect was identified and allows the cost of the toll to be paid by the passenger.

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<sup>27</sup> In the Final EA, the Project Sponsors committed \$47.5 million over 5 years for Low-Income Discount Plan for low-income frequent drivers; with the adopted toll structure, the Project Sponsors will commit \$82 million over 5 years to the deeper discount.

## Truck Traffic Proximity Effects

With the adopted toll structure, there would be four additional highly burdened census tracts not identified in the Final EA/FONSI that would have a potential increase in truck traffic proximity and six tracts that were identified in the Final EA/FONSI for potential truck traffic proximity increases that were not identified in the adopted toll structure. The proximity effects under the adopted toll structure are much lower than the Final EA. The effects associated with truck traffic proximity for the “90 and 90” environmental justice census tracts would all decrease and be within the range identified in the Final EA. Similarly, effects associated with the “90 or 90” environmental justice census tracts would decrease and be within the range identified in the Final EA. The mitigation has been refined based on the effects of the adopted toll structure and is consistent with what was identified in the Final EA/FONSI.

## Non-Truck Traffic Proximity Effects

Under the adopted toll structure, increases or decreases in non-truck AADT on highways adjacent to environmental justice communities would be within the range identified in the Final EA for Scenarios E and G except at 15 locations. At locations with AADT increases not identified in the Final EA, the increases are 2 percent or less. These changes are small considering the AADT on these facilities. The proximity effects are below what was identified in the Final EA/FONSI.

The reevaluation concludes that with the implementation of the mitigation commitments of the Final EA and FONSI, the adopted toll structure would not result in disproportionately high and adverse effects on environmental justice populations or communities and no new mitigation is needed. Although there were changes in specific tracts that would experience truck proximity effects, the communities identified for mitigation remain the same as reported in the Final EA/FONSI. There is no change in the communities for which place-based mitigation will be implemented. The conclusions of the Final EA with respect to environmental justice remain valid.

**Table 17.15** presents information from the Final EA Table ES-5 summarizing the conclusions related to environmental justice, now modified to include the adopted toll structure.

Table 17.15 - Modified Final EA Table ES-5. Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Structure Added

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL STRUCTURE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
17 – Environmental Justice	Low-income drivers	The EA as published in August 2022 found the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers to the Manhattan CBD who do not have a reasonable alternative for reaching the Manhattan CBD. With further analysis of the population affected and the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on low-income drivers.	28-county study area	Narrative								Yes	<p><b>Mitigation needed.</b> The Project will include a tax credit for CBD tolls paid by residents of the Manhattan CBD whose New York adjusted gross income for the taxable year is less than \$60,000. TBTA will coordinate with the NYS DTF to ensure availability of documentation needed for drivers eligible for the NYS tax credit.</p> <p>TBTA will post information related to the tax credit on the Project website, with a link to the appropriate location on the NYS DTF website to guide eligible drivers to information on claiming the credit.</p> <p>TBTA will eliminate the \$10 refundable deposit currently required for E-ZPass customers who do not have a credit card linked to their account, and which is sometimes a barrier to access.</p> <p>TBTA will provide enhanced promotion of existing E-ZPass payment and plan options, including the ability for drivers to pay per trip (rather than a pre-loaded balance), refill their accounts with cash at participating retail locations, and discount plans already in place, about which they may not be aware.</p> <p>TBTA will coordinate with MTA to provide outreach and education on eligibility for existing discounted transit fare products and programs, including those for individuals 65 years of age and older, those with disabilities, and those with low incomes, about which many may not be aware.</p> <p>The Project Sponsors commit to establishing an Environmental Justice Community Group that will meet on a quarterly basis, with the first meeting taking place prior to Project implementation, to share updated data and analysis and hear about potential concerns. As it relates to environmental justice, the Project Sponsors will continue providing meaningful opportunities for participation and engagement by sharing updated data and analysis, listening to concerns, and seeking feedback on the toll setting process.</p> <p>TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD toll structure; this will benefit low-income drivers who travel during that time.</p> <p>For five years, TBTA commits to a Low-Income Discount Plan for low-income frequent drivers who will benefit from a 25 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).</p> <p><b>Enhancement</b></p> <p>TBTA will coordinate with MTA NYCT to improve bus service in areas identified in the EA as the Brooklyn and Manhattan Bus Network Redesigns move forward.</p>	Incorporating the identified mitigation, no disproportionately high and adverse effect would occur on low-income drivers.	Yes	<p>No change in identified mitigation needed. The adopted toll structure incorporates and expands the mitigation commitments of the Final EA and FONSI.</p> <p>The adopted toll structure includes an overnight toll for trucks and other vehicles at 25 percent of the peak toll from 9 p.m. to 5 a.m. on weekdays and 9 p.m. to 9 a.m. on weekends.</p> <p>The adopted toll structure commits for five years to a Low-Income Discount Plan for low-income frequent drivers who will benefit from a 50 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).</p>



Table 17.15 - Modified Final EA Table ES-5. Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Structure Added

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL STRUCTURE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
17 – Environmental Justice	Taxi and FHV drivers*	The EA as published in August 2022 found a potential disproportionately high and adverse effect would occur to taxi and FHV drivers in New York City, who largely identify as minority populations, in tolling scenarios that toll their vehicles more than once a day. This would occur in unmodified Tolling Scenarios A, D, and G; for FHV drivers, it would also occur in Tolling Scenarios C and E. The adverse effect would be related to the cost of the new CBD toll and the reduction of VMT for taxis and FHV, which would result in a decrease in revenues that could lead to losses in employment. With the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on taxi and FHV drivers.	New York City	Narrative	Potential adverse effect would occur in Tolling Scenarios A, D, and G, which would not have caps or exemptions for taxis and FHV drivers.							Yes	Mitigation needed. TBTA will ensure that a toll structure with tolls of no more than once per day for taxis or FHVs is included in the final CBD toll structure.	No disproportionately high and adverse effect would occur on New York City taxi and FHV drivers with the adopted toll structure, which includes a per-trip toll on trips to, within, or from the CBD of \$1.25 for taxis and \$2.50 for FHVs. These per-trip tolls are equivalent to the once per day toll for passenger vehicles included as part of the adopted toll structure.	No	Based on the average number of trips taxis and FHVs make each day, the toll amount for taxis and FHVs is equivalent to the once-daily toll rate for automobiles. In addition, the adopted toll structure requires the cost of the toll to be paid by the passenger rather than the taxi or FHV driver.
				Change in daily taxi/FHV VMT with passengers in the CBD relative to No Action Alternative: Scenarios included in EA	-21,498 (-6.6%)	+15,020 (+4.6%)	-11,371 (-3.5%)	-54,476 (-16.8%)	-25,621 (-7.9%)	+4,962 (+1.5%)	-27,757 (-8.6%)			-904 (-0.3%)		
				Net change in daily taxi/FHV trips to CBD relative to scenarios included in EA: Additional analysis to assess effects of caps or exemptions	Tolls capped at 1x / Day: +2%	—	—	Tolls capped at 1x / Day: +3% Exempt: +50%	—	—	Tolls capped at 1x / Day: +2%			NA		

Note:

\* The Final EA provides information on the types of vehicles licensed by the New York City Taxi and Limousine Commission (TLC) in Chapter 6, “Economic Conditions,” Section 6.3.2.6, on page 6-32. These include yellow cabs, for which TLC has issued medallions; green cabs, which are street-hail livery cabs that begin their trips outside the core service area of Manhattan; and FHVs, which provide pre-arranged service. Vehicles licensed as app-based, or high-volume, FHVs operate from bases that dispatch more than 10,000 trips a day. (<https://www.nyc.gov/site/tlc/businesses/high-volume-for-hire-services.page>). Currently there are two TLC-licensed high-volume FHVs: Lyft and Uber. In this reevaluation document and the Final EA, the term “taxi” is used to refer to yellow cabs, green cabs, and FHVs that are not high-volume FHVs and the term “FHV” refers to app-based, high-volume FHVs (i.e., Lyft and Uber)

Table 17.15 - Modified Final EA Table ES-5. Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Structure

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL STRUCTURE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
17 – Environmental Justice (Cont'd)	Increases or decreases in traffic, as a result of traffic diversions, in communities already overburdened by pre-existing air pollution and chronic diseases	Certain environmental justice communities would benefit from decreased traffic; some communities that are already overburdened by pre-existing air pollution and chronic diseases could see an adverse effect as a result of increased traffic.	The specific census tracts that would experience increased or decreased traffic change slightly depending on the tolling scenario. The following communities could have census tracts that merit place-based mitigation: High Bridge–Morrisania, Crotona–Tremont, Hunts Point–Mott Haven, Pelham–Throgs Neck, Northeast Bronx, East Harlem, Randall’s Island, Lower East Side/Lower Manhattan, Downtown Brooklyn–Fort Greene, South Williamsburg, Orange, East Orange, Newark, and Fort Lee.	Narrative	Census tracts with pre-existing air pollutant and chronic disease burdens that would benefit from reduced traffic, and those affected by increased traffic would vary somewhat, but the identified communities remain largely the same across tolling scenarios. Under Tolling Scenario G, Fort Lee would not experience increases.							Yes	<b>Mitigation needed.</b> <b>Regional Mitigation</b> TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final toll structure; this will reduce truck diversions.  YCDOT will expand the NYC Clean Trucks Program to accelerate the replacement of eligible diesel trucks, which travel on highways in certain environmental justice communities where the Project is projected to increase truck traffic, to lower-emission electric, hybrid, compressed natural gas, and clean diesel vehicles.  YCDOT will expand its off-hours delivery program in locations where the Project is projected to increase truck diversions to reduce daytime truck traffic and increase roadway safety in certain environmental justice communities.  <b>Place-based Mitigation</b> TBTA will toll vehicles traveling northbound on the FDR Drive that exit at East Houston Street and then turn to immediately travel south on FDR Drive; this will mitigate modeled non-truck traffic increases on the FDR Drive between the Brooklyn Bridge and East Houston Street.  YCDOT will coordinate to replace diesel-burning TRUs at Hunts Point with cleaner vehicles.  YSDOT will coordinate to expand electric truck charging infrastructure.  The Project Sponsors will coordinate to install roadside vegetation to improve near-road air quality.  The Project Sponsors will renovate parks and greenspaces.  The Project Sponsors will install or upgrade air filtration units in schools.  The Project Sponsors will coordinate to expand existing asthma case management programs and create new community-based asthma programming through a neighborhood asthma center in the Bronx.	Census tracts with pre-existing air pollutant and chronic disease burdens that would benefit from reduced traffic, and those affected by increased traffic vary somewhat from the Final EA, as anticipated.  The communities that merit place-based mitigation remain the same as those identified in the Final EA and of the \$100m committed in place-based mitigation funds, target allocations have been made for each community as follows: Crotona–Tremont, \$22.6m; High Bridge–Morrisania, \$9.2m; Hunts Point–Mott Haven, \$18.9m; Northeast Bronx, \$4.4m; Pelham–Throgs Neck, \$16.6m; Downtown–Heights–Slope (Downtown Brooklyn–Fort Greene), \$5.7m; Greenpoint (South Williamsburg), \$7.4m; East Harlem, \$4.4m; Randall’s Island, \$0.9m; Fort Lee, \$1.4m; City of Orange, \$0.9m; East Orange, \$1.8m; and Newark, \$5.7M. (See Note 1.). TBTA’s place-based mitigation for Union Square - Lower East Side (Lower East Side) has no associated cost.	Yes	<b>No additional mitigation needed.</b> The Project Sponsors will implement the mitigation commitments of the Final EA and FONSI (listed under “Mitigation and Enhancements” in this table).

Note:

1 Based on analysis of the adopted toll structure, communities and census tracts where place-based mitigation measures will be implemented have been confirmed – the specific siting of mitigation measures is being determined through analysis of data on needs and feasibility and coordination among the Project Sponsors, the Environmental Justice Community Group (representing the 10-county environmental justice study area), and relevant stakeholders and implementing agencies; see “Benefits and Allocation of Funding for Mitigation Measures,” above.

**OVERALL PROJECT ENHANCEMENT.** The Project Sponsors commit to ongoing monitoring and reporting of potential effects of the Project, including for example, traffic entering the CBD, vehicle-miles traveled in the CBD; transit ridership from providers across the region; bus speeds within the CBD; air quality and emissions trends; parking; and Project revenue. Data will be collected in advance and after implementation of the Project. A formal report on the effects of the Project will be issued one year after implementation and then every two years. In addition, a reporting website will make data, analysis, and visualizations available in open data format to the greatest extent practicable. Updates will be provided on at least a bi-annual basis as data becomes available and analysis is completed. This data will also be used to support an adaptive management approach to monitoring the efficacy of mitigation, and adjustments as warranted.

## 18 Agency Coordination and Public Participation

Chapter 18 of the Final EA described agency coordination and public participation activities for the Project. This section of the reevaluation describes the agency coordination and public participation activities following the Final EA, including outreach already conducted and coordination that will continue following completion of this reevaluation.

### FINAL EA AND FONSI COMMITMENTS

The FONSI included commitments related to ongoing engagement and coordination. The following describes progress on those commitments.

#### Small Business Working Group

In the Final EA (see page 6-69 in Chapter 6), the Project Sponsors committed to establishing a Small Business Working Group. The purpose of this group is to share information about implementation of the Project and findings from evaluating the effects of the Project, and to solicit ongoing input on how small businesses are being affected. Actions related to this commitment have already begun; the first meeting of this group was held virtually on January 22, 2024.

The Project Sponsors invited representatives from business organizations and business improvement districts (BIDs) operating in and near the Manhattan CBD to participate in the Small Business Working Group, and representatives from 21 organizations attended the first meeting in January 2024. **Table 18.1** shows the groups invited to attend and those with representatives who attended. In this initial meeting, the Project Sponsors presented an overview of the Project, the proposed toll structure, and information on the Project's benefits and potential effects on businesses in the Manhattan CBD. After the presentation, the meeting included a discussion in which participants asked questions and raised concerns. Comments and concerns predominantly related to the need for ongoing communication with small business owners and the effect of congestion pricing on residents of the CBD.

As committed to, the second meeting of the Small Business Working Group will be held six months after Project implementation, and additional meetings will be held annually thereafter.

**Table 18.1 – Small Business Working Group Invitations and Attendance at January 2024 Meeting**

GROUP INVITED TO ATTEND	ATTENDANCE	GROUP INVITED TO ATTEND	ATTENDANCE
34th Street Partnership	Attended	Lincoln Square BID	Attended
47th Street BID (Diamond District Partnership)	Invited	Lower East Side BID	Attended
Alliance for Downtown New York	Attended	Manhattan Chamber of Commerce	Attended
Bryant Park Corporation	Attended	Madison Avenue BID	Attended
Chinatown BID	Attended	Meatpacking District BID	Attended
East Midtown Partnership	Attended	NoHo NY BID	Attended
Fifth Avenue Association	Attended	SoHo Broadway Initiative	Attended
Flatiron NoMad Partnership	Attended	Times Square Alliance	Attended
Garment District Alliance	Attended	Union Square Partnership	Attended
Grand Central Partnership	Attended	Village Alliance	Attended
Hudson Square BID	Attended	West Village BID	Invited
Hudson Yards Hell's Kitchen Alliance	Attended		

### Environmental Justice Community Group

In the Final EA (see page 17-71 and Table 17-18, page 17-78 in Chapter 17), the Project Sponsors committed to establishing an Environmental Justice Community Group to share updated data and analysis and hear about potential environmental justice-related concerns. The Project Sponsors have initiated this commitment; first meeting of this group was held virtually on February 22, 2024.

To form the new Environmental Justice Community Group, the Project Sponsors invited members of the Environmental Justice Technical Advisory Group established during the National Environmental Policy Act (NEPA) process as well as representatives of additional environmental justice organizations to join the new group. (As described in Chapter 17 of the Final EA, Section 17.9.2 on page 17-84, the Environmental Justice Technical Advisory Group consisted of community leaders, advocacy groups, industry groups, and community members from the regional study area with expertise in environmental justice considerations, with 16 groups represented.) **Table 18.2** shows the groups invited to attend the first Environmental Justice Community Group meeting and those with representatives who attended.

As shown in **Table 18.2**, representatives from 12 organizations attended the first meeting in February 2024. At that meeting, the Project Sponsors presented an overview of the Project, the proposed toll structure, a history of environmental engagement for the Project to date, the mitigation commitments made during the NEPA process and the commitments to environmental justice communities, and a timeline for future actions. After the presentation, the meeting included a discussion in which participants asked questions and raised concerns. Comments and concerns predominantly related to potential traffic diversions, place-based mitigation, and future capital projects.

**Table 18.2 – Environmental Justice Community Group Invitations and Attendance at February 2024 Meeting**

GROUP INVITED TO ATTEND	ATTENDANCE	GROUP INVITED TO ATTEND	ATTENDANCE
ALIGN	Invited	New York City Environmental Justice Alliance	Attended
American Indian Community House	Invited	New York Urban League	Invited
Asian American Federation	Attended	Northern New Jersey Community Foundation	Attended
Chhaya	Invited	The Point Community Development Corporation	Attended
Community Voices Heard	Invited; Declined	Riders Alliance	Invited
El Puente	Attended	South Bronx Unite	Attended
ERASE Racism New York	Attended	South Ward Environmental Alliance	Invited
GOLES (Good Old Lower East Side)	Attended	Staten Island Urban Center	Attended
Hispanic Federation	Invited	United Jewish Organizations of Williamsburg and North Brooklyn	Attended
The HOPE Program (formerly Sustainable South Bronx)	Invited	UPROSE	Attended
Ironbound Community Corporation	Invited; Declined	Urban Indigenous Collective	Invited
Make the Road New York	Invited	Urban League of Bergen County	Invited
National Association for the Advancement of Colored People (NAACP) – Long Island Region	Invited	Urban League of Essex County	Invited
NAACP – Metropolitan Council Region, NY	Invited	Urban League of Hudson County	Invited
NAACP – NJ State Conference	Invited	Urban League of Union County	Attended
National Action Network	Invited	WE ACT for Environmental Justice	Invited
Neighborhood Initiatives Development Corporation	Invited	WE STAY / Nos Quedamos	Invited
New Jersey Environmental Justice Alliance	Invited	Youth Ministries for Peace and Justice	Invited

As committed to in the Final EA and FONSI, the Project Sponsors will continue coordination and meetings with the Environmental Justice Community Group on a quarterly basis.

### Other Outreach Related to Environmental Justice Commitments

In addition to the Environmental Justice Community Group, the Final EA and FONSI also described that the Project Sponsors will continue providing meaningful opportunities for participation and engagement related to the concerns of environmental justice communities by sharing updated data and analysis and listening to concerns. In addition, as described in Section 17 of this reevaluation, the Project Sponsors will conduct additional coordination with the Environmental Justice Community Group and the relevant communities receiving place-based mitigation related to environmental justice concerns.

## Education/Outreach on Discounted Transportation Options

The Final EA described TBTA's commitment to conduct enhanced outreach related to discounts and low-cost options for transit fares and tolls (see pages 17-71 and 17-78 in Chapter 17). This included the following:

- Education/outreach/coordination on the tax credit available for low-income residents of the Manhattan CBD
- Enhanced promotion of existing E-ZPass payment and plan options
- Education and outreach on existing discounted transit fare products and programs

TBTA is developing multiple tools for implementing the enhanced outreach commitments described in the Final EA, which will include both in-person and digital outreach methods. This includes outreach through TBTA's extensive network of E-ZPass customers and in-person distribution of information throughout MTA's service area and beyond to share information and awareness.

Other outreach efforts have already begun. Between March 28 and April 7, 2024, TBTA staffed a table at the NYC International Auto Show to provide information on existing E-ZPass payment and plan options, as well as the elimination of the \$10 E-ZPass tag deposit fee for customers without credit card backup. Additionally, since the week of April 14, 2024, TBTA and MTA staff have held 2 to 3 in-person engagement events per week at transit centers across all five boroughs of New York City. At these events, staff educated customers about Fair Fares, the exemption and discount plans, and E-ZPass. These events, as well as others not in transit centers, will continue into the summer.

## Ongoing Coordination Related to Construction

The Final EA described the Project Sponsors' commitments related to coordination during construction (see Section 18.3.5 on page 18-8 in Chapter 18). The commitment included developing and implementing a specific construction communications plan and implement it to inform affected road users, area residences and businesses, appropriate agencies, and the public about anticipated construction activities, including their schedule and duration, and any potential roadway or lane closures, sidewalk closures or other impacts to pedestrians, commuter alternatives, and any potential temporary impacts on traffic during construction.

Construction for the Project began in July 2023. Prior to the start of construction, on July 12, 2023, the Project Sponsors presented a construction briefing to affected community boards, business improvement districts, and elected officials. Once construction began, the Project Sponsors sent weekly construction bulletins to the same group describing planned work sites, the duration and scope of the work, and any potential temporary traffic impacts. In addition, the Project Sponsors held targeted meetings with members of the public related to construction activities, related impacts to business operations and potential aesthetic changes to the infrastructure. The Project contractor maintained an outreach email address and phone line to field comments and concerns during construction.

## OTHER OUTREACH AND COORDINATION

In addition to these commitments, as part of the larger effort to educate the public and conduct outreach, TBTA has, upon invitation, participated in the following public meetings, where representatives provided an overview of the Project and answered questions from event organizers and attendees:

- Waterside Plaza Tenants Association and local elected officials on October 18, 2023
- Manhattan Community Board 3 Transportation Committee on November 14, 2023
- Hotel Association of New York to address concerns specific to the industry on January 22, 2024
- Brooklyn Community Board 7 Transportation Committee on January 29, 2024
- Manhattan Community Board 6 Transportation Committee on February 5, 2024
- Lower East Side Congestion Pricing Town Hall with elected officials on February 8, 2024
- Tribeca Congestion Pricing Town Hall with elected officials on February 15, 2024
- Interested students from Queens College, City University of New York, on February 27, 2024
- New York City Small Business Services Small Business Advisory Group, in March 2024



## 19 Section 4(f) Evaluation

Chapter 19 of the Final EA presented FHWA's Final Section 4(f) Evaluation for the CBD Tolling Program, conducted in compliance with Section 4(f) of the Department of Transportation Act of 1966 (now 49 USC Section 303 and 23 USC Section 138; U.S. Department of Transportation [USDOT] Act). As described there, the Section 4(f) Evaluation considered the Project's potential Section 4(f) use, as defined by Section 4(f), of historic sites and publicly owned parks related to installation of new tolling infrastructure and tolling system equipment, including new signage.

The Final EA presented FHWA's findings that the CBD Tolling Alternative would not result in a use of Section 4(f) properties except for the High Line and Central Park. Following consideration of public input received during the public comment period, FHWA concluded the CBD Tolling Alternative would have a *de minimis* impact on the High Line and Central Park.

The adopted toll structure would use the same tolling system equipment and infrastructure described and evaluated in the Final EA and Final Section 4(f) Evaluation. Consequently, the conclusions of the Final EA with respect to Section 4(f) remain valid and no further analysis is needed.

### FINDINGS

After consideration of the effects of the proposed construction activities and permanent installation of tolling infrastructure and tolling system equipment, FHWA concluded that the CBD Tolling Alternative would not result in a use of Section 4(f) properties except for the High Line and Central Park, and that the Project would have a *de minimis* impact on the High Line and Central Park. The adopted toll structure would have the same construction activities and the same tolling infrastructure and tolling system equipment described and evaluated in the Final EA. Consequently, the conclusions of the Final EA related to Section 4(f) remain valid.

## Other Analyses: Short-Term Uses of the Environment and Maintenance and Enhancement of Long-Term Productivity (EA Chapter 20), Irreversible and Irretrievable Commitment of Resources (EA Chapter 21)

The two chapters represented here—short-term uses of the environment and maintenance and enhancement of long-term productivity, and irreversible and irretrievable commitment of resources—describe the temporary effects during construction in relation to the long-term benefits of the Project and the resources that must be committed to achieve the Project. The adopted toll structure will use the same tolling infrastructure and tolling system equipment described and evaluated in the Final EA, and therefore the short-term effects during construction and resources that must be committed remain unchanged. With the adopted toll structure, the Project benefits are consistent with those described in the Final EA, including reduced vehicular congestion in the Manhattan CBD, improved regional air quality, and creation of a new local, recurring funding source for MTA capital projects. Consequently, the conclusions of the Final EA for these analysis areas remain valid and no further analysis is needed.

## Conclusion

Based on the analysis conducted for this reevaluation, the Project Sponsors have concluded that the effects of the adopted toll structure are consistent with, or less impactful than, the effects documented in the Final EA/FONSI, except in several areas identified in the discussion. The deviations in effects associated with the adopted toll structure noted in this reevaluation are minor and do not require additional environmental analysis and mitigation. The Final EA/FONSI anticipated that there would be variations in the potential effects once the toll structure was adopted, and since these variations are very minor, the results continue to be consistent with the conclusions of the Final EA/FONSI. Therefore, the Project Sponsors conclude that additional NEPA studies are not warranted.

The mitigation measures identified in the Final EA/FONSI are still valid and will ensure that the adopted toll structure does not result in significant adverse effects or disproportionately high and adverse effects to environmental justice communities or populations. The Final EA/FONSI did not finalize the specific locations for place-based mitigation. With the adopted toll structure, and an understanding of its anticipated effects, the place-based mitigation will be finalized in concert with stakeholder involvement.

## CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

# Appendix 10, Air Quality

2024

## PROJECT-LEVEL HOT-SPOT SCREENING

Table 1. Upper East Side Study Area – No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	LN LOS		LN Volume		LN Screen	
		NB	BD	NB	BD	LOS	10% Volume
1	E 60th Street & Queensboro Bridge Exit	0	0	437	371	Pass	NA
2	E 60th Street & 3rd Ave	C	C	1676	1251	Pass	NA
3	E 60th Street & York Ave	C	C	1402	1106	Pass	NA
4	E 59th Street & 2nd Ave	C	B	3476	1369	Pass	NA
5	E 60th Street & 2nd Ave	C	B	2939	1237	Pass	NA
6	E 60th Street & 1st Ave	B	B	1727	1485	Pass	NA
7	E 60th Street & Lexington Ave	C	C	1640	1079	Pass	NA
8a	E 60th Street & Park Ave NB	C	C	974	821	Pass	NA
8b	E 60th Street & Park Ave SB	B	B	1368	1191	Pass	NA
9	E 60th Street & Madison Ave	B	B	1374	1169	Pass	NA
10	E 62nd Street & Queensboro Bridge Exit	B	B	1880	2034	Pass	NA
11	E 60th Street & 5th Ave	C	B	1508	1100	Pass	NA
12	E 63rd Street & York Ave	C	C	2021	1646	Pass	NA
13	E 53rd Street & FDR Drive	0	0	523	446	Pass	NA
14	E 61st Street & 5th Ave	C	B	1160	793	Pass	NA
15	E 65th Street & 5th Ave	C	B	1680	1581	Pass	NA
16	E 66th Street & 5th Avenue	C	C	1529	1418	Pass	NA
17	E 79th Street & 5th Ave	C	C	1653	1540	Pass	NA
18	E 71st Street & York Ave	C	C	963	743	Pass	NA

Table 2. Upper East Side Study Area – No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	LN LOS		LN Increment			LN HDDV	LN Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	E 60th Street & Queensboro Bridge Exit	0	0	-2	-1	0	-3	Pass	NA
2	E 60th Street & 3rd Ave	C	C	-15	-4	0	-19	Pass	NA
3	E 60th Street & York Ave	C	C	0	-4	0	-4	Pass	NA
4	E 59th Street & 2nd Ave	C	B	-55	-27	-14	-96	Pass	NA
5	E 60th Street & 2nd Ave	C	B	-46	-14	-13	-73	Pass	NA
6	E 60th Street & 1st Ave	B	B	-5	-2	0	-7	Pass	NA
7	E 60th Street & Lexington Ave	C	C	-8	-7	-1	-16	Pass	NA
8a	E 60th Street & Park Ave NB	C	C	-6	-7	0	-13	Pass	NA
8b	E 60th Street & Park Ave SB	B	B	-1	-1	0	-2	Pass	NA
9	E 60th Street & Madison Ave	B	B	-2	-4	0	-6	Pass	NA
10	E 62nd Street & Queensboro Bridge Exit	B	B	-1	0	0	-1	Pass	NA
11	E 60th Street & 5th Ave	C	B	-3	-8	-1	-12	Pass	NA
12	E 63rd Street & York Ave	C	C	-1	-1	0	-2	Pass	NA
13	E 53rd Street & FDR Drive	0	0	0	0	0	0	Pass	NA
14	E 61st Street & 5th Ave	C	B	-2	-7	-1	-10	Pass	NA
15	E 65th Street & 5th Ave	C	B	0	-3	0	-3	Pass	NA
16	E 66th Street & 5th Avenue	C	C	0	-2	0	-2	Pass	NA
17	E 79th Street & 5th Ave	C	C	0	-3	0	-3	Pass	NA
18	E 71st Street & York Ave	C	C	-2	-4	0	-6	Pass	NA

Table 3. Long Island City Study Area - No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen	
		NB	BD	NB	BD	LOS	10% Volume
1a	Pulaski Bridge / 11th Street & Jackson Avenue	E	E	2473	2446	Fail	Pass
1b	11th Street & 48TH Avenue	C	C	1305	1284	Pass	NA
2	50th Avenue @ Vernon Blvd	B	B	544	556	Pass	NA
3	Green Street & McGuinness Blvd	C	C	2487	2438	Pass	NA
4	McGuinness Blvd & Freeman Street	0	0	2723	2642	Pass	NA
5	21st Street & 49th Avenue	D	D	948	933	Fail	Pass
7	11th Street & Borden Avenue	0	0	1443	1383	Pass	NA
8a	Van Dam Street & QMT Expy	D	D	2344	2210	Fail	Pass
8b	Van Dam Street & Borden Avenue	E	E	1376	1293	Fail	Pass
9	Jackson Ave / Northern Blvd & Queens Plaza	C	C	2556	2328	Pass	NA
11a	Thomson Avenue & Dutch Kills Street	0		1681	1669	Pass	NA
11b	Thomson Avenue & Dutch Kills Street	0	0	2523	2390	Pass	NA
12	21st Street & Queens Plaza N	D	D	1998	1925	Fail	Pass



Table 4. Long Island City Study Area - No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT
1a	Pulaski Bridge / 11th Street & Jackson Avenue	E	E	0	0	0	0	Fail	Pass
1b	11th Street & 48th Avenue	C	C	0	0	0	0	Pass	NA
2	50th Avenue @ Vernon Blvd	B	B	1	-1	0	0	Pass	NA
3	Green Street & McGuinness Blvd	C	C	-2	-1	0	-3	Pass	NA
4	McGuinness Blvd & Freeman Street	0	0	-5	-1	0	-6	Pass	NA
5	21st Street & 49th Avenue	D	D	0	0	0	0	Fail	Pass
7	11th Street & Borden Avenue	0	0	0	0	0	0	Pass	NA
8a	Van Dam Street & QMT Expy	D	D	-9	-2	-1	-12	Fail	Pass
8b	Van Dam Street & Borden Avenue	E	E	-8	-1	0	-9	Fail	Pass
9	Jackson Ave / Northern Blvd & Queens Plaza	C	C	0	0	0	0	Pass	NA
11a	Thomson Avenue & Dutch Kills Street	0		-1	-1	0	-2	Pass	NA
11b	Thomson Avenue & Dutch Kills Street	0	0	-1	-1	0	-2	Pass	NA
12	21st Street & Queens Plaza N	D	D	-1	-1	0	-2	Fail	Pass

Table 5. Lower Manhattan Study Area – No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		MD LOS		MD Volume		MD Screen		PM LOS		PM Volume		PM Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	Trinity Place & Edgar Street	B	B	117	77	Pass	NA	C	C	364	329	Pass	NA	C	C	144	136	Pass	NA
2	Trinity Place & Rector Street	C	C	251	211	Pass	NA	C	D	508	478	Fail	Pass	C	C	264	242	Pass	NA
3a	HCT Entrance/Exit & West Street	C	C	4216	4165	Pass	NA	B	B	4055	3953	Pass	NA	A	A	3511	3290	Pass	NA
3b	HCT Exit & West Street & West Thams Street	C	C	3339	3268	Pass	NA	C	C	3265	3158	Pass	NA	C	C	2373	2245	Pass	NA
4	Chambers Street & Centre Street	C	C	1588	1486	Pass	NA	C	C	1409	1265	Pass	NA	E	D	1873	1588	Fail	Pass
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	C	C	2586	2319	Pass	NA	D	C	1988	1600	Pass	NA	C	C	1533	1399	Pass	NA
5b	Canal Street & Holland Tunnel On-Ramp	E	E	2013	1890	Fail	Pass	C	B	1319	1165	Pass	NA	F	F	1889	1832	Fail	Pass
7a	Canal Street S & West Street	D	D	5849	5716	Fail	Pass	C	C	4638	4425	Pass	NA	D	D	5146	4852	Fail	Pass
9	West Street & Albany Street	C	C	4436	4395	Pass	NA	C	C	4149	4035	Pass	NA	C	C	4049	3852	Pass	NA
10	West Street & Vesey Street	C	C	4668	4598	Pass	NA	C	C	4562	4422	Pass	NA	C	C	4373	4171	Pass	NA
11	West Street & Chambers Street	D	C	5053	4930	Pass	NA	C	C	4845	4628	Pass	NA	D	C	4840	4553	Pass	NA
14	Canal Street/Manhattan Bridge & Bowery	D	C	8718	8119	Pass	NA	C	B	2774	2065	Pass	NA	C	B	3276	2331	Pass	NA
15	Manhattan Bridge & Bowery	C	B	1421	1116	Pass	NA	B	B	1162	801	Pass	NA	B	B	1395	851	Pass	NA
18	6th Avenue & Watts Street	B	B	1884	1716	Pass	NA	B	B	1784	1563	Pass	NA	C	C	997	810	Pass	NA
19	Canal Street & 6th Avenue/Laight Street	E	D	3634	3394	Fail	Pass	C	C	2555	2266	Pass	NA	C	C	2932	2584	Pass	NA

Table 6. Lower Manhattan Study Area – No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	Approach	AM LOS		AM Increment			AM HDDV	AM Screen		MD LOS		MD Increment			MD HDDV	MD Screen		PM LOS		PM Increment			PM HDDV	PM Screen	
			NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	Trinity Place & Edgar Street	Intersection	B	B	-2	-21	0	-23	Pass	NA	C	C	-2	-8	0	-10	Pass	NA	C	C	0	-4	0	-4	Pass	NA
2	Trinity Place & Rector Street	Intersection	C	C	-3	-18	0	-21	Pass	NA	C	D	-2	-5	0	-7	Fail	Pass	C	C	-2	-4	0	-6	Pass	NA
3a	HCT Entrance/Exit & West Street	Intersection	C	C	-2	3	0	1	Pass	NA	B	B	-5	-1	0	-6	Pass	NA	A	A	-3	-13	0	-16	Pass	NA
3b	HCT Exit & West Street & West Thames Street	Intersection	C	C	-2	-2	0	-4	Pass	NA	C	C	-4	-3	0	-7	Pass	NA	C	C	-2	-4	0	-6	Pass	NA
4	Chambers Street & Centre Street	Intersection	C	C	-17	-34	0	-51	Pass	NA	C	C	-3	-32	0	-35	Pass	NA	E	D	-46	-78	0	-124	Fail	Pass
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	Intersection	C	C	-18	-13	-1	-32	Pass	NA	D	C	-31	-4	-5	-40	Pass	NA	C	C	-4	-1	0	-5	Pass	NA
5b	Canal Street & Holland Tunnel On-Ramp	Intersection	E	E	-14	-10	-3	-27	Fail	Pass	C	B	-20	-5	-7	-32	Pass	NA	F	F	-2	-1	0	-3	Fail	Pass
7a	Canal Street S & West Street	Intersection	D	D	-7	-6	0	-13	Fail	Pass	C	C	-8	-7	-1	-16	Pass	NA	D	D	-7	-7	0	-14	Fail	Pass
9	West Street & Albany Street	Intersection	C	C	-2	-1	0	-3	Pass	NA	C	C	6	-6	0	0	Pass	NA	C	C	-2	-6	0	-8	Pass	NA
10	West Street & Vesey Street	Intersection	C	C	-3	-3	0	-6	Pass	NA	C	C	-4	-4	0	-8	Pass	NA	C	C	-3	-6	0	-9	Pass	NA
11	West Street & Chambers Street	Intersection	D	C	-4	-4	0	-8	Pass	NA	C	C	-7	-5	0	-12	Pass	NA	D	C	-4	-9	0	-13	Pass	NA
14	Canal Street/Manhattan Bridge & Bowery	Intersection	D	C	-57	-19	-4	-80	Pass	NA	C	B	-84	-24	-4	-112	Pass	NA	C	B	-43	-29	0	-72	Pass	NA
15	Manhattan Bridge & Bowery	Intersection	C	B	0	0	0	0	Pass	NA	B	B	0	0	0	0	Pass	NA	B	B	0	0	0	0	Pass	NA
18	6th Avenue & Watts Street	Intersection	B	B	-8	-7	0	-15	Pass	NA	B	B	-8	-5	-1	-14	Pass	NA	C	C	-3	-9	0	-12	Pass	NA
19	Canal Street & 6th Avenue/Laight Street	Intersection	E	D	-24	-9	-1	-34	Fail	Pass	C	C	-32	-3	-2	-37	Pass	NA	C	C	-16	-9	-1	-26	Pass	NA

Table 7. Queens-Midtown Tunnel Study Area– No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	MD LOS		MD Volume		MD Screen		LN LOS		LN Volume		LN Screen	
		NB	BD	NB	BD	LOS	10%	NB	BD	NB	BD	LOS	10%
1	E 37th Street & 3rd Avenue	C	C	1521	1448	Pass	NA	C	C	1799	1716	Pass	NA
2	E 36th Street & 2nd Avenue	F	E	2640	2445	Fail	Pass	C	B	2581	2402	Pass	NA
3	E 34th Street & 3rd Avenue	D	C	2247	2046	Pass	NA	C	C	2410	2201	Pass	NA
4	E 35th Street & 3rd Avenue	B	B	1734	1578	Pass	NA	B	A	1878	1705	Pass	NA
5	E 34th Street & 2nd Avenue	C	C	2573	2480	Pass	NA	C	B	2769	2609	Pass	NA
6	E 35th Street & 2nd Avenue	B	B	1767	1729	Pass	NA	B	B	2042	1939	Pass	NA

Table 8. Queens-Midtown Tunnel Study Area – No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	MD LOS		MD Increment			MD HDDV Total	MD Screen		LN LOS		LN Increment			LN HDDV Total	LN Screen	
		NB	BD	MT	Bus	HT		LOS	HDDT	NB	BD	MT	Bus	HT		LOS	HDDT
1	E 37th Street & 3rd Avenue	C	C	-6	-2	0	-8	Pass	NA	C	C	-1	-1	0	-2	Pass	NA
2	E 36th Street & 2nd Avenue	F	E	-14	-4	0	-18	Fail	Pass	C	B	-3	-2	0	-5	Pass	NA
3	E 34th Street & 3rd Avenue	D	C	-13	-7	0	-20	Pass	NA	C	C	-3	-4	0	-7	Pass	NA
4	E 35th Street & 3rd Avenue	B	B	-8	-2	0	-10	Pass	NA	B	A	-1	-1	0	-2	Pass	NA
5	E 34th Street & 2nd Avenue	C	C	-6	-2	0	-8	Pass	NA	C	B	-1	-2	0	-3	Pass	NA
6	E 35th Street & 2nd Avenue	B	B	-3	-1	0	-4	Pass	NA	B	B	-1	-1	0	-2	Pass	NA

Table 9. Red Hook Study Area – No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		MD LOS		MD Volume		MD Screen		LN LOS		LN Volume		LN Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	Hamilton Avenue, Clinton Street & West 9 <sup>th</sup> Street	A	B	5490	5516	Pass	NA	B	B	5387	5329	Pass	NA	A	A	3035	2973	Pass	NA
2	Hamilton Avenue NB & West 9 <sup>th</sup> Street	B	B	2324	2299	Pass	NA	B	B	2099	2042	Pass	NA	B	A	1110	1026	Pass	NA

Table 10. Red Hook Study Area – No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen		MD LOS		MD Increment			MD HDDV	MD Screen		LN LOS		LN Increment			LN HDDV	LN Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	Hamilton Avenue, Clinton Street & West 9 <sup>th</sup> Street	A	B	3	2	1	6	Pass	NA	B	B	-1	0	0	-1	Pass	NA	A	A	0	1	0	1	Pass	NA
2	Hamilton Avenue NB & West 9 <sup>th</sup> Street	B	B	-2	0	-1	-3	Pass	NA	B	B	-5	0	0	-5	Pass	NA	B	A	-1	-1	-1	-3	Pass	NA

Table 11. Robert F. Kennedy Bridge Study Area - No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		PM LOS		PM Volume		PM Screen		LN LOS		LN Volume		LN Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	126th Street and 2nd Avenue	C	C	2084	2018	Pass	NA	C	C	2600	2441	Pass	NA	B	B	1310	1282	Pass	NA
2	125th Street and 2nd Avenue	C	D	2587	2610	Fail	Pass	C	E	2988	3060	Fail	Pass	C	C	1576	1693	Pass	NA
11	E 134th Street & St. Ann's Avenue	C	C	775	775	Pass	NA	C	C	665	665	Pass	NA	C	C	490	490	Pass	NA
22	St Ann's Ave and Bruckner Blvd	C	C	2415	2415	Pass	NA	C	C	2320	2320	Pass	NA	C	C	2265	2265	Pass	NA
17	31st St & Astoria Blvd	C	C	1243	1219	Pass	NA	E	D	1199	1155	Fail	Pass	B	B	954	832	Pass	NA
24	Hoyt N & 31st St	C	C	3076	3008	Pass	NA	B	B	2326	2186	Pass	NA	C	C	1956	1769	Pass	NA
3	Hoyt S & 31st St	C	D	1766	1773	Fail	Pass	C	C	1860	1838	Pass	NA	C	C	1594	1561	Pass	NA

Table 12. Robert F. Kennedy Bridge Study Area - No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen		PM LOS		PM Increment			PM HDDV	PM Screen		LN LOS		LN Increment			LN HDDV	LN Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	126th Street and 2nd Avenue	C	C	-6	-3	0	-9	Pass	NA	C	C	-3	-7	0	-10	Pass	NA	B	B	-1	-1	0	-2	Pass	NA
2	125th Street and 2nd Avenue	C	D	-11	-2	-2	-15	Fail	Pass	C	E	-5	-10	0	-15	Fail	Pass	C	C	2	3	0	5	Pass	NA
11	E 134th Street & St. Ann's Avenue	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA
22	St Ann's Ave and Bruckner Blvd	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA
17	31st St & Astoria Blvd	C	C	0	0	0	0	Pass	NA	E	D	-1	0	0	-1	Fail	Pass	B	B	-1	1	0	0	Pass	NA
24	Hoyt N & 31st St	C	C	-3	-2	-2	-7	Pass	NA	B	B	-4	-2	0	-6	Pass	NA	C	C	-2	0	0	-2	Pass	NA
3	Hoyt S & 31st St	C	D	3	0	1	4	Fail	Pass	C	C	2	1	0	3	Pass	NA	C	C	0	0	1	1	Pass	NA

Table 13. Downtown Brooklyn Study Area - No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	Approach	AM LOS		AM Volume		AM Screen		LN LOS		LN Volume		LN Screen	
			NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	Flatbush Avenue and Tillary Street	Intersection	F	F	4887	4446	Fail	Pass	D	D	4383	3811	Fail	Pass
2	Adam Street and Tillary Street	Intersection	D	D	2997	2997	Fail	Pass	C	C	2109	2152	Pass	NA
3	Old Fulton Street and Vine Street	Intersection	D	D	2805	1971	Fail	Pass	C	C	2062	1686	Pass	NA

Table 14. Downtown Brooklyn Study Area - No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen		LN LOS		LN Increment			LN HDDV	LN Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	Flatbush Avenue and Tillary Street	F	F	-72	-12	-13	-97	Fail	Pass	D	D	-6	-8	-1	-15	Fail	Pass
2	Adam Street and Tillary Street	D	D	-1	-1	0	-2	Fail	Pass	C	C	-1	-2	0	-3	Pass	NA
3	Old Fulton Street and Vine Street	D	D	-5	-9	-1	-15	Fail	Pass	C	C	-2	-6	0	-8	Pass	NA

Table 15. Little Dominican Republic Study Area - No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		MD LOS		MD Volume		MD Screen		PM LOS		PM Volume		PM Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	W 179th St & Broadway	C	C	813	823	Pass	Pass	C	C	1081	1142	Pass	Pass	C	C	1117	1144	Pass	Pass

Table 16. Little Dominican Republic Study Area - No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen		MD LOS		MD Increment			MD HDDV	MD Screen		PM LOS		PM Increment			PM HDDV	PM Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	W 179th St & Broadway	C	C	17	82	0	99	Pass	NA	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA

Table 17. Lower East Side Study Area- No-Action Alternative vs. Adopted Toll Structure Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		MD LOS		MD Volume		MD Screen		PM LOS		PM Volume		PM Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	C	C	1076	999	Pass	Pass	D	C	1050	862	Pass	Pass	D	C	1146	930	Pass	Pass
2	Chatham Square & E Broadway	C	C	791	714	Pass	Pass	C	C	885	697	Pass	Pass	D	C	1026	810	Pass	Pass
3	Chatham Square/Bowery & Divison St	B	C	816	739	Pass	Pass	B	B	845	657	Pass	Pass	B	C	1096	880	Pass	Pass

Table 18. Lower East Side Study Area- No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen		MD LOS		MD Increment			MD HDDV	MD Screen		PM LOS		PM Increment			PM HDDV	PM Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	C	C	-6	-3	0	-9	Pass	NA	D	C	-17	-7	0	-24	Pass	NA	D	C	-18	-8	0	-26	Pass	NA
2	Chatham Square & E Broadway	C	C	-9	-4	0	-13	Pass	NA	C	C	-21	-9	0	-30	Pass	NA	D	C	-23	-11	0	-34	Pass	NA
3	Chatham Square/Bowery & Divison St	B	C	-11	-4	0	-15	Pass	NA	B	B	-24	-7	0	-31	Pass	NA	B	C	-28	-10	0	-38	Pass	NA



Table 19. Maximum Truck Changes on Highway Links with Project – Adopted Toll Structure

Worst-Case Scenario	County	link #	Roadway	EJ Community	Maximum Change in Trucks	AADT - No Action	AADT - Scenario	Trucks - No Action	Trucks - Scenario	% Trucks - No Action	% Trucks - Scenario
10J	Queens	64851	TRIBOROUGH BRIDGE	yes	1,290	72,148	78,816	7,467	8,756	10%	11%
10J	New York	220571	TRIBOROUGH BRIDGE (SOUTH) - N	yes	1,290	72,057	78,725	7,467	8,756	10%	11%
10J	New York	64925	TRIBOROUGH BRIDGE	yes	1,218	42,009	45,018	6,554	7,772	16%	17%
10J	New York	64926	I 278	yes	1,218	42,009	45,018	6,554	7,772	16%	17%
10J	New York	90365	TRIBOROUGH BRIDGE	yes	1,218	42,009	45,018	6,554	7,772	16%	17%
10J	Bronx	64930	TRIBOROUGH BRIDGE (NORTH) - N	yes	1,216	45,875	48,358	6,711	7,927	15%	16%
10J	New York	64931	I 278	yes	1,216	45,875	48,358	6,711	7,927	15%	16%
10J	Bronx	64940	TRIBORO BR	yes	1,216	45,875	48,358	6,711	7,927	15%	16%
10J	Queens	64831	TRIBOROUGH BRIDGE	yes	1,144	67,666	81,271	8,044	9,188	12%	11%
10J	New York	64916	TRIBOROUGH BRIDGE (SOUTH) - S	yes	1,144	67,666	81,271	8,044	9,188	12%	11%
10J	Queens	220946	GRAND CENTRAL PKY	yes	918	55,367	57,646	5,005	5,923	9%	10%
10J	Bronx	64944	RAMP FROM TRIBORO	yes	888	21,072	23,978	3,765	4,653	18%	19%
10J	Queens	64878	GRAND CENTRAL PKY	yes	883	78,250	79,959	5,703	6,586	7%	8%
10J	Queens	64879	BROOKLYN QUEENS EXPY	yes	875	19,212	20,314	4,136	5,011	22%	25%
10J	Bronx	64945	MAJOR DEEGRAN EXPWY	yes	862	67,416	68,266	5,601	6,463	8%	9%
10J	Bronx	64953	I 87	yes	862	67,416	68,266	5,601	6,463	8%	9%

Table 20. Maximum Average Annual Daily Traffic (AADT) on Highway Links with Project – Adopted Toll Structure

Scenario	County	link #	Roadway	EJ Community	AADT - No Action	AADT - Scenario	Trucks - No Action	Trucks - Scenario	Change in Trucks	% Trucks - No Action	% Trucks - Scenario
T10J	Bergen	268133	I-95	Yes	124,642	129,962	18,019	18,428	409	14.5%	14.2%
T10J	Queens	64554	VAN WYCK EXPY	Yes	128,793	126,920	5,664	5,415	-249	4.4%	4.3%
T10J	Bergen	268077	I-95	Yes	120,803	126,308	17,101	17,543	441	14.2%	13.9%
T10J	Bergen	268116	I-95	Yes	120,803	126,308	17,101	17,543	441	14.2%	13.9%
T10J	Bergen	268128	I-95	Yes	120,803	126,308	17,101	17,543	441	14.2%	13.9%
T10J	Queens	64564	VAN WYCK EXPY	Yes	123,598	122,388	4,731	4,923	192	3.8%	4.0%
T10J	Bergen	268131	I-95	Yes	116,685	121,706	16,114	16,204	90	13.8%	13.3%
T10J	Queens	63972	VAN WYCK EXPY	Yes	119,688	119,405	4,081	4,100	19	3.4%	3.4%
T10J	Bergen	265316	SR 4	Yes	117,908	117,481	6,034	6,021	-13	5.1%	5.1%
T10J	Queens	64267	LONG ISLAND EXPY	Yes	119,833	117,048	8,426	8,244	-181	7.0%	7.0%
T10J	Bergen	266111	SR 4	Yes	117,502	116,646	7,057	7,064	7	6.0%	6.1%
T10J	Queens	64289	LONG ISLAND EXPY	Yes	117,103	115,616	6,571	6,511	-60	5.6%	5.6%
T10J	Queens	63969	VAN WYCK EXPY	Yes	116,087	115,223	4,975	5,110	136	4.3%	4.4%
T10J	New York	62217	CROSS BRONX EXP. BRIDGE - WB	Yes	109,815	112,166	18,166	18,632	466	16.5%	16.6%
T10J	Queens	64441	LONG ISLAND EXPY	Yes	113,419	112,000	7,434	7,171	-263	6.6%	6.4%
T10J	New York	62285	I 95	Yes	109,469	111,820	18,166	18,632	466	16.6%	16.7%
T10J	Bergen	263218	I-95 Bergen-Passaic Expwy	Yes	104,710	111,566	13,548	13,985	438	12.9%	12.5%

## ANALYSIS RESULTS (PM HOT SPOT AT GEORGE WASHINGTON BRIDGE)

Table 21 - Predicted 24-hour PM<sub>10</sub> Design Value Concentrations

SITE	ALTERNATIVE	BACKGROUND CONCENTRATION (µG/M <sup>3</sup> )	MODELED CONCENTRATION (µG/M <sup>3</sup> )	TOTAL CONCENTRATION* (µG/M <sup>3</sup> )	NAAQS (µg/m <sup>3</sup> )
I-95 west of the GWB	No Build	44	44	88	150
	Adopted Toll Structure		45	89	

\* Total concentrations = modeled results + 24-hour PM<sub>10</sub> background  
µg/m<sup>3</sup> = micrograms per cubic meter

Table 22 - Predicted 24-hour PM<sub>2.5</sub> Design Value Concentrations

SITE	ALTERNATIVE	BACKGROUND CONCENTRATION (µG/M <sup>3</sup> )	MODELED CONCENTRATION (µG/M <sup>3</sup> )	TOTAL CONCENTRATION* (µG/M <sup>3</sup> )	NAAQS (µg/m <sup>3</sup> )
I-95 West of the GWB	No Build	22.0	5.8	27.8	35.0
	Adopted Toll Structure		6.0	28.0	

\* Total concentrations = modeled results + 24-hour PM<sub>2.5</sub> background  
µg/m<sup>3</sup> = micrograms per cubic meter

Table 23 - Predicted Annual PM<sub>2.5</sub> Design Value Concentrations

SITE	ALTERNATIVE	BACKGROUND CONCENTRATION (µG/M <sup>3</sup> )	MODELED CONCENTRATION (µG/M <sup>3</sup> )	TOTAL CONCENTRATION* (µG/M <sup>3</sup> )	NAAQS (µg/m <sup>3</sup> )
I-95 West of the GWB	No Build	9.0	1.8	10.8	12.0
	Adopted Toll Structure		1.9	10.9	

\* Total concentrations = modeled results + Annual PM<sub>2.5</sub> background  
µg/m<sup>3</sup> = micrograms per cubic meter

Figure 1 – AERMOD Model Screenshot, I-95 west of GWB



Figure 2 – 24-Hour PM<sub>10</sub> No Action Contours ( $\mu\text{g}/\text{m}^3$ ), I-95 west of GWB

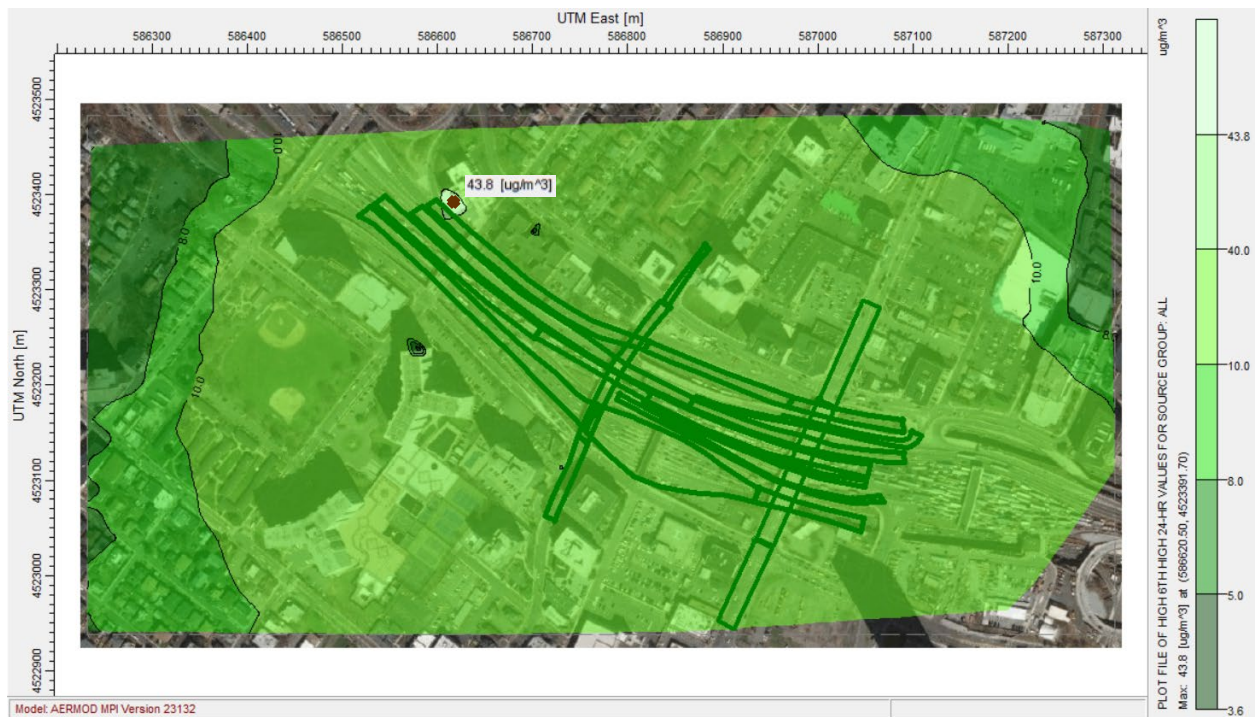




Figure 3 – 24-Hour PM<sub>10</sub> Adopted Toll Structure- Contours (µg/m<sup>3</sup>), I-95 west of GWB

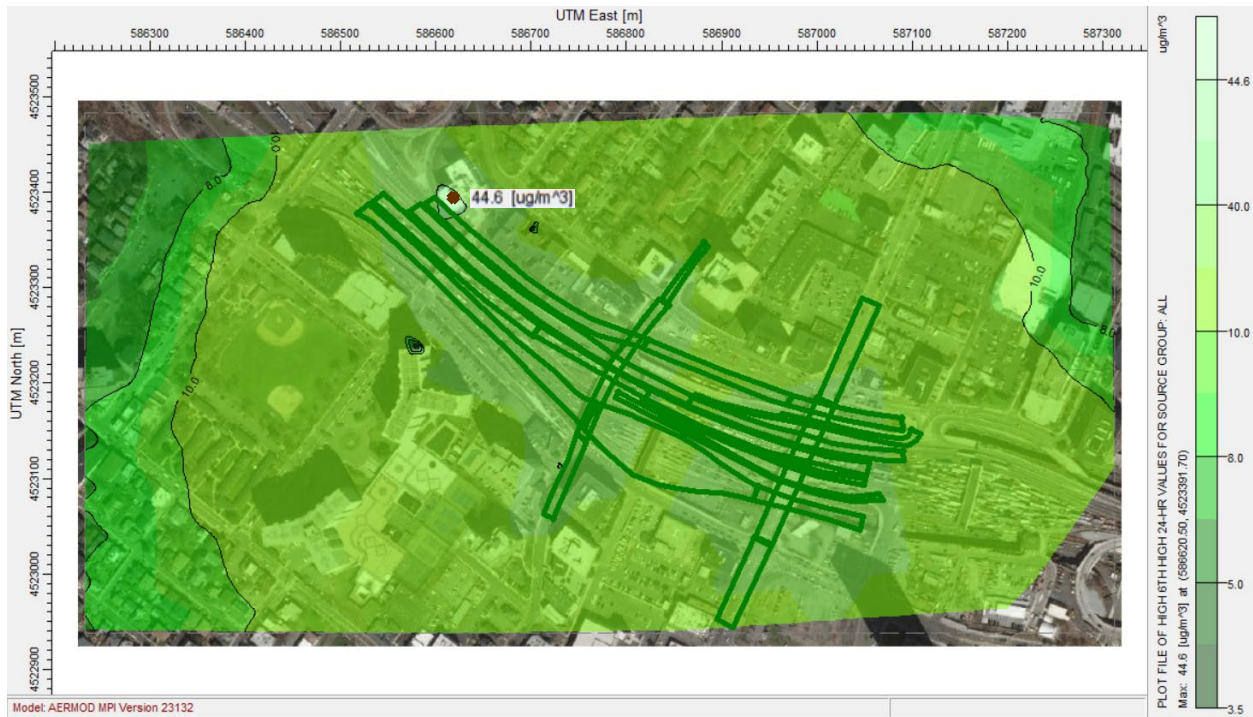


Figure 4 – 24-Hour PM<sub>2.5</sub> No Action Contours (µg/m<sup>3</sup>), I-95 west of GWB





Figure 5 – 24-Hour PM<sub>2.5</sub> Adopted Toll Structure Contours (µg/m<sup>3</sup>), I-95 west of GWB

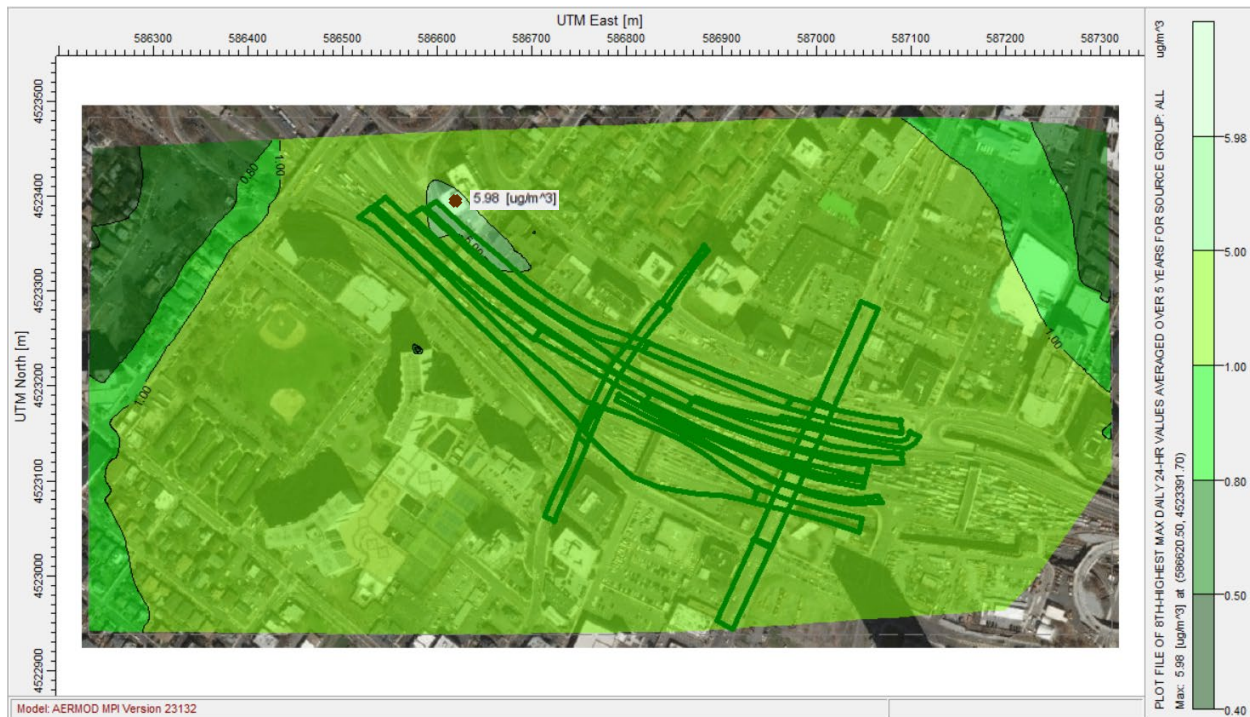


Figure 6 – Annual PM<sub>2.5</sub> No Action Contours (µg/m<sup>3</sup>), I-95 west of GWB

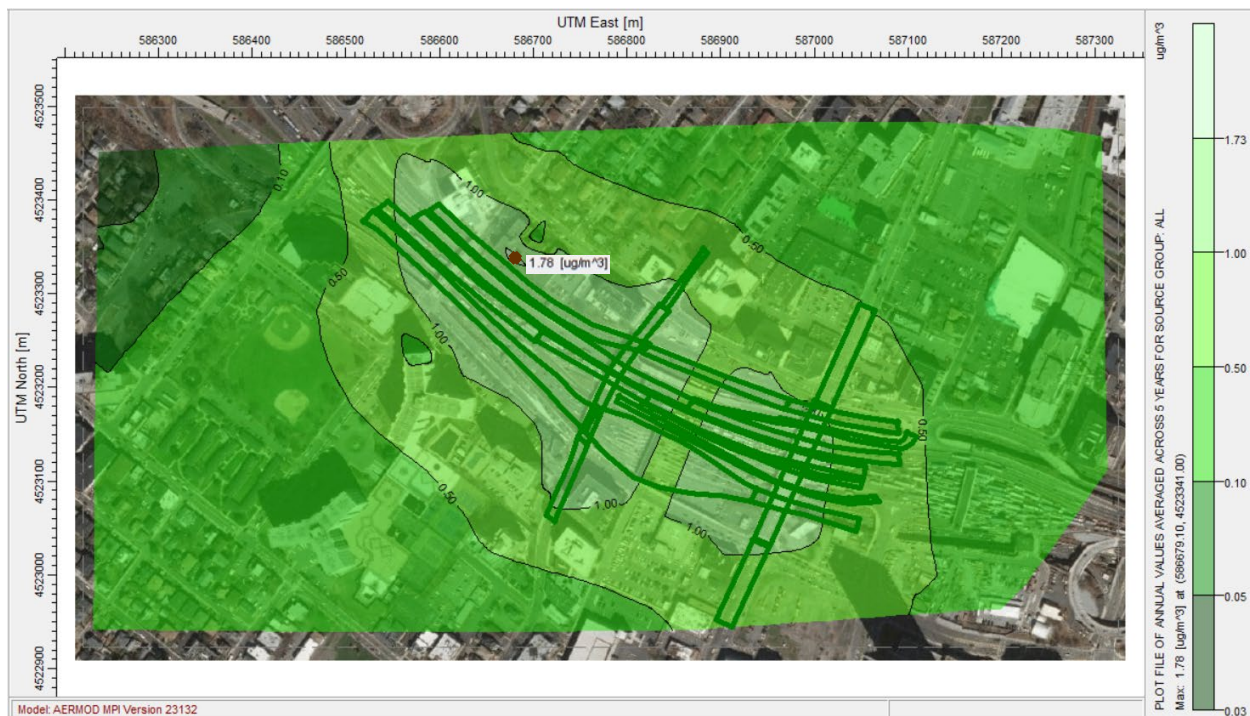


Figure 7 – Annual PM<sub>2.5</sub> Adopted Toll Structure Contours ( $\mu\text{g}/\text{m}^3$ ), I-95 west of GWB



**Table 1. Tolling Scenarios Evaluated in the Final EA with the Adopted Toll Structure Added**

PARAMETER	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D	SCENARIO E	SCENARIO F
	Base Plan	Base Plan with Caps and Exemptions	Low Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	High Crossing Credits for Vehicles Using Tunnels to Access the CBD	High Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	High Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions
<b>Time Periods<sup>1</sup></b>						
Peak: Weekdays	6 AM – 8 PM	6 AM – 8 PM	6 AM – 8 PM	6 AM – 8 PM	6 AM – 8 PM	6 AM – 10 AM 4 PM – 8 PM
Peak: Weekends	10 AM – 10 PM	10 AM – 10 PM	10 AM – 10 PM	10 AM – 10 PM	10 AM – 10 PM	10 AM – 10 PM
Off Peak: Weekdays	8 PM – 10 PM	8 PM – 10 PM	8 PM – 10 PM	8 PM – 10 PM	8 PM – 10 PM	10 AM – 4 PM
Overnight: Weekdays	10 PM – 6 AM	10 PM – 6 AM	10 PM – 6 AM	10 PM – 6 AM	10 PM – 6 AM	8 PM – 6 AM
Overnight: Weekends	10 PM – 10 AM	10 PM – 10 AM	10 PM – 10 AM	10 PM – 10 AM	10 PM – 10 AM	10 PM – 10 AM
<b>Potential Crossing Credits</b>						
Credit Toward CBD Toll for Tolls Paid at Tunnel Entries	No	No	Yes - Low	Yes - High	Yes - High	Yes - High
Credit Toward CBD Toll for Tolls Paid at Bridges to Manhattan	No	No	No	No	No	Yes - High
<b>Potential Exemptions and Limits (Caps) on Number of Tolls per Day<sup>4,5,6</sup></b>						
Autos, motorcycles, and commercial vans	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day
Taxis	No cap	Once per day	Exempt	No cap	Exempt	Once per day
FHVs	No cap	Once per day	Three times per day	No cap	Three times per day	Once per day
Small and large trucks	No cap	Twice per day	No cap	No cap	No cap	Once per day
Buses	No cap	Exempt	No cap	No cap	Transit buses – Exempt No cap on other buses	Exempt

May 2024



PARAMETER	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D	SCENARIO E	SCENARIO F	SCENARIO G	ADOPTED TOLL STRUCTURE	EXPLANATION OF HOW THE ADOPTED TOLL STRUCTURE FITS WITHIN THE FINAL EA TOLLING SCENARIOS
	Base Plan	Base Plan with Caps and Exemptions	Low Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	High Crossing Credits for Vehicles Using Tunnels to Access the CBD	High Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	High Crossing Credits for Vehicles Using Manhattan Bridges and Tunnels to Access the CBD, with Some Caps and Exemptions	Base Plan with Same Tolls for All Vehicle Classes		
Approximate Toll Rate Assumed for Autos, Commercial Vans, and Motorcycles <sup>3</sup>									
Peak	\$9	\$10	\$14	\$19	\$23	\$23	\$12	\$15	Within the range of \$9 - \$23  Lower than range in the Final EA; closest to Tolling Scenarios A and B at \$5; exceeds commitment in the Final EA to include "further reduced overnight tolls at or below 50 percent..." by reducing peak toll by 75 percent
Off Peak	\$7	\$8	\$11	\$14	\$17	\$17	\$9	\$3.75	
Overnight	\$5	\$5	\$7	\$10	\$12	\$12	\$7	\$3.75	
Approximate Toll Rate Assumed for Trucks (Small Trucks/Large Trucks) <sup>3</sup>									
Peak	\$18 / \$28	\$20 / \$30	\$28 / \$42	\$38 / \$57	\$46 / \$69	\$65 / \$82	\$12 / \$12	\$24 / \$36	Within the range of \$12 - \$65 (small trucks) / \$12 - \$82 (large trucks)
Off Peak	\$14 / \$21	\$15 / \$23	\$21 / \$32	\$29 / \$43	\$35 / \$52	\$49 / \$62	\$9 / \$9		
Overnight	\$9 / \$14	\$10 / \$15	\$14 / \$21	\$19 / \$29	\$23 / \$35	\$33 / \$41	\$7 / \$7	\$6 / \$9	Toll rates lower than range of rates presented in the Final EA; exceeds commitment in the Final EA to include "further reduced overnight tolls at or below 50 percent..." by reducing peak toll by 75 percent

Notes:

<sup>1</sup> Tolls would be higher during peak periods when traffic is greatest. All Final EA tolling scenarios and the adopted toll structure include a higher toll on designated “Gridlock Alert” days, although the modeling conducted for the Project does not reflect this higher toll since it considers typical days rather than days with unusually high traffic levels.

<sup>2</sup> The adopted toll structure has a simplified two-time-period structure (i.e., peak and overnight) on weekdays, as opposed to the three-time-period (i.e., peak, off-peak, and overnight) weekday structures studied in the Final EA. As there is no longer an off-peak period on weekdays, the weekday peak and overnight periods are longer than those studied in the Final EA. The transportation modeling conducted for the adopted toll structure accounts for this change in the peak and off-peak periods and thus the model results reflect this change.

<sup>3</sup> Toll rates are for vehicles using E-ZPass and are rounded. For all tolling scenarios, different rates would apply for vehicles not using E-ZPass.

<sup>4</sup> The Final EA provides information on the types of vehicles licensed by the New York City Taxi and Limousine Commission (TLC) in Chapter 6, “Economic Conditions,” Section 6.3.2.6, on page 6-32. These include yellow cabs, for which TLC has issued medallions; green cabs, which are street-hail livery cabs that begin their trips outside the core service area of Manhattan; and FHV, which provide pre-arranged service. Vehicles licensed as app-based, or high-volume, FHV operate from bases that dispatch more than 10,000 trips a day. (<https://www.nyc.gov/site/tlc/businesses/high-volume-for-hire-services.page>). Currently there are two TLC-licensed high-volume FHV: Lyft and Uber. In this reevaluation document and the Final EA, the term “taxi” is used to refer to yellow cabs, green cabs, and FHV that are not high-volume FHV and the term “FHV” refers to app-based, high-volume FHV (i.e., Lyft and Uber).

<sup>5</sup> The per-trip tolls for taxis and FHV in the adopted toll structure would be equivalent to the auto peak rate of \$15 (based on NYC Taxi and Limousine Commission analysis of trips made by TLC-licensed vehicles in May 2023: for taxis the average number of trips with passengers to/from/within the CBD is 12, and for FHV it is 6).

<sup>6</sup> With the adopted toll structure, qualifying authorized emergency vehicles and qualifying vehicles transporting people with disabilities would be exempt from the toll. Specialized government vehicles would also be exempt. School buses contracted with the NYC Department of Education, commuter vans licensed with the NYC Taxi and Limousine Commission, and buses providing scheduled commuter services open to the public would also be exempt from the toll.

## Central Business District Tolling Program

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# Memorandum: Central Business District Tolling Program (CBDTP) Air Quality Analyses for Final EA and Reevaluation

June 2024

## Introduction

This memorandum describes the methodology used in the Final EA and reevaluation for the mesoscale analysis of air quality and how that methodology is consistent in the use of the New York Metropolitan Transportation Council's (NYMTC's) Best Practice Model (BPM) and with FHWA's published guidance for assessing and reassessing the effects of the Project.<sup>1</sup> All traffic and air quality analyses were based on vehicle-related outputs from the BPM that was developed specifically for this Project, as is standard protocol for modeling large-scale transportation initiatives. The same BPM was used for the Final EA and the reevaluation.

For the Final EA's consideration of regional air quality effects and to support the transportation conformity determination that was being made by the New York Metropolitan Transportation Council (NYMTC) at the time work on the EA for the Project commenced, BPM output of vehicle-miles traveled (VMT) was adjusted in coordination with NYMTC. This adjustment is referred to as "post-processing" and is needed to determine regional transportation conformity according to NYMTC's standard procedure for projects that are not yet included in the Transportation Improvement Program (TIP) and NYMTC's Regional Plan, as was the status of this project at the time of the EA analysis.<sup>2</sup>

Transportation conformity is required by the Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federal funding and approval are given to highway and transit projects that are consistent with ("conform to") the air quality goals established by a state air quality implementation plan (SIP)<sup>3</sup>. The bullets below detail why this process needs to be done.

- The purpose of transportation conformity is to ensure that Federal funding and approval are given to activities that are consistent with air quality goals<sup>4</sup>.
- Conformity requirements apply in nonattainment and maintenance areas; the NYMTC region is nonattainment for ozone and maintenance for fine particulate matter (PM<sub>2.5</sub>).
- A motor vehicle emissions budget (MVEB) is the portion of the total allowable emissions in the area allocated to highway and transit vehicle use and emissions, as defined in the SIP.
- The budget establishes a cap on emissions that cannot be exceeded by estimated highway and transit vehicle emissions.

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<sup>1</sup> FHWA. Transportation Conformity, Linking Transportation and Air Quality. FHWA-HEP-10-030.  
[https://www.fhwa.dot.gov/Environment/air\\_quality/conformity/con\\_broc.pdf](https://www.fhwa.dot.gov/Environment/air_quality/conformity/con_broc.pdf).

<sup>2</sup> As noted in FHWA guidance, prior to the first time a non-exempt Federal project is adopted, accepted, approved, or funded, project-level conformity must be determined.

<sup>3</sup> EPA General Information on Transportation and Conformity <https://www.epa.gov/state-and-local-transportation/general-information-transportation-and-conformity>

<sup>4</sup> FHWA. Transportation Conformity Self-Directed Training. [https://connectdot.cosocloud.com/transportation\\_conformity\\_overview](https://connectdot.cosocloud.com/transportation_conformity_overview)

## Central Business District Tolling Program

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- The BPM's roadway/highway outputs must undergo a series of adjustments to calculate the regional VMT and speeds before emission rates can be applied to generate the required emissions estimates for conformity analysis. These adjustments include the following:
  - BPM data represents an average weekday, analyses are performed for 24 one-hour periods of a weekday.
  - Monthly adjustment factors are applied to incorporate monthly fluctuation and are adjusted to account for the number of days in that month to produce monthly VMT
  - Yearly VMT is the aggregation of twelve months and applicable time frames, as detailed in attachment A, based on the emission burden being calculated.

These post-processing adjustments were done to meet the requirements established by the Clean Air Act to ensure that all actions programmed in the MPO TIP and Plan, including CBDTP, do not exceed emission budgets established by relevant SIPs.

During the course of preparation of the Final EA, but after the analysis of regional air quality effects was complete, this project was incorporated into NYMTC's conforming TIP and long-range plan using Tolling Scenario A, which was predicted to result in the least amount of VMT reduction. Since conformity of NYMTC's Plan and TIP was determined prior to the reevaluation, and there has been no significant change in design concept and scope since conformity was determined, the Project is still part of a conforming TIP and long-range plan and as such a new conformity analysis is not required. Consequently, post processing was not needed as part of the reevaluation. It should be noted that post-processing BPM traffic for the air quality analysis is not needed when the project is included in the conforming TIP and long-range plan. NYMTC has confirmed that the adopted toll structure does not represent a significant change in design concept from Tolling Scenario A. Therefore, the Project is still part of a conforming plan and TIP and as such a new regional conformity analysis is not required.

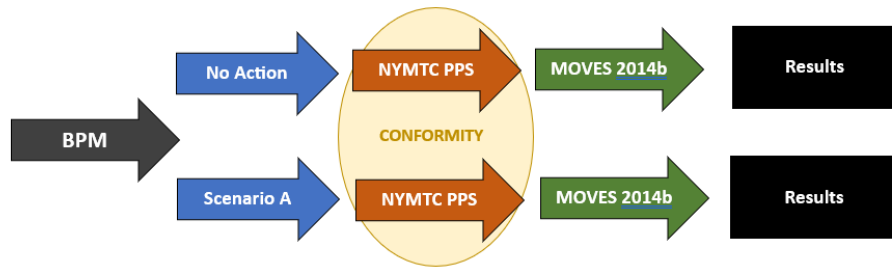
The following diagrams and sections illustrate the process used for air quality analyses for the Final EA and reevaluation.<sup>5</sup>

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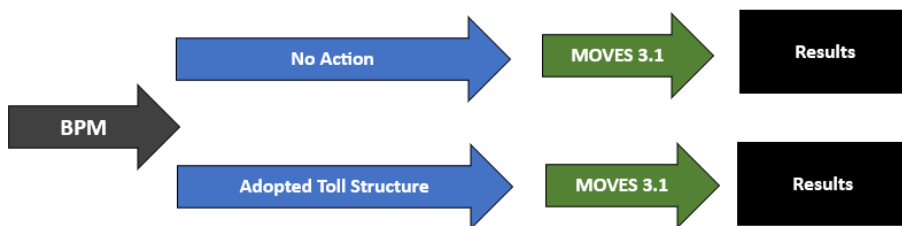
<sup>5</sup> Supplemental information is provided in Attachment A, and detailed information about the transportation conformity process can be found on FHWA's website: [https://www.fhwa.dot.gov/Environment/air\\_quality/conformity/2017\\_guide/guide00.cfm](https://www.fhwa.dot.gov/Environment/air_quality/conformity/2017_guide/guide00.cfm).

## Central Business District Tolling Program

### *Air Quality Analysis Process for Final EA with Post-Processing*



### *Air Quality Analysis Process for Reevaluation without Post-Processing*



## NEPA Analysis: Draft and Final EA (2019-2023)

- The CBDTP NEPA EA included an assessment of the Project's air quality effects on a mesoscale level. The Draft and Final EA documents presented the effects on air quality of Tolling Scenario A, which was the EA tolling scenario that the Project's transportation model predicted would result in the smallest regional reduction in VMT. In this way, the NEPA air quality conclusions were conservative, in that they did not overstate the benefits of the Project on air quality.
- The mesoscale air quality analysis conducted during the NEPA process served two purposes: it determined the Project's potential overall air quality effects for the EA, and it also supported the transportation conformity analysis performed by NYMTC, which is the Metropolitan Planning Organization (MPO) for the 10-county region encompassing New York City, Long Island, and the lower Hudson Valley.
- When the analysis of regional emissions commenced in 2019, the Project was not included in NYMTC's conforming transportation plan and transportation improvement program (TIP). Consequently, post processing allows the NYMTC to incorporate the project into the regional emissions analysis for air quality conformity.
- The BPM used for the Draft and Final EA was based on the BPM developed for NYMTC's 2018–2045 Regional Transportation Plan and transportation conformity determination adopted on June 27, 2017. For the EA, the roadway networks were updated to include projects that had been implemented or constructed but were not included in the 2017 BPM roadway networks from NYMTC (e.g., two-way tolling on the Verrazzano-Narrows Bridge, reduced lane capacity on the Brooklyn-Queens Expressway near Brooklyn Heights, and bike lane projects like the Brooklyn Bridge bike lane) in the opening (2023) and horizon (2045) years. This is described in the Final EA in Chapter 4, "Transportation," Subchapter 4A,

## Central Business District Tolling Program

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“Regional Transportation Effects and Modeling” (see pages 4A-1 through 4A-5). The BPM was used to estimate VMT for a No Action Alternative, in which CBDTP does not occur, and for an Action Alternative assuming Tolling Scenario A.

- The mesoscale air quality emissions analyses presented in the Draft and Final EA for Tolling Scenario A were subject to NYMTC’s Post-Processing Software (PPS), which results in modifications to the VMT results produced by the BPM. Please see Attachment A for more information on the Post Processing Software. This was done for consistency with the conformity analysis, which was initiated at the same time as the EA analysis. The results were evaluated with the MOVES 2014b emissions estimation model, which was the latest version approved by the U.S. Environmental Protection Agency (EPA) at the time of the analysis. This methodology for the Project was reviewed with the Interagency Consultation Group (ICG), the same group with which NYMTC coordinates when conducting its conformity analysis, consisting of EPA, FHWA, the Federal Transit Administration, the New York State Department of Environmental Conservation, and the New York State Department of Transportation. The ICG confirmed the approach on August 29, 2019.
- The localized air quality analyses used direct outputs from BPM, as is standard procedure for microscale analyses.

## NEPA Reevaluation (2024)

- At this time, the Triborough Bridge and Tunnel Authority (TBTA) is preparing a NEPA reevaluation of the Project that considers whether the adopted toll structure will have environmental effects consistent with the effects disclosed in the Final EA and whether the Final EA remains valid.
- CBDTP, using Tolling Scenario A, is now included in the conforming TIP and long-range plan, which have been found to conform to the SIP (see NYMTC’s Transportation Conformity Determination, adopted September 21, 2023<sup>6</sup>). NYMTC has also confirmed that the adopted toll structure does not represent a significant change in design concept from Tolling Scenario A. Therefore, the Project is still part of a conforming plan and as such a new regional conformity analysis is not required.
- For the reevaluation air quality analysis, the Project team used the same version of the BPM that was used for the Draft and Final EA. The reevaluation used direct output from the BPM related to VMT for the air quality emissions analysis, as there was no need for performing adjustments to the results using NYMTC’s Post-Processing Software, as the project is now part of a conforming plan and TIP. The BPM results, without post-processing, were modeled using the current EPA emissions model, MOVES3.1. This approach for the reevaluation was confirmed through consultation with NYSDOT on October 12, 2023. Direct output from the BPM analysis (i.e., without post processing) estimated a smaller reduction in VMT for Tolling Scenario A than for the adopted toll structure, meaning that the adopted toll structure would result in more emission savings than Tolling Scenario A (which is in the conforming TIP).
- Analyses of mesoscale air quality as well as microscale air quality for the reevaluation relied on direct outputs from the BPM.

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<sup>6</sup> <https://www.nymtc.org/Portals/0/Pdf/Conformity/Conformity%202023/Adopted%20Documents/2023%20Transportation%20Conformity%20Determination%20Final%20Adopted%2092123.pdf?ver=MOeeqooFnfO3koBgp6sOCg%3d%3d>

## Central Business District Tolling Program

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### Findings

The Draft and Final EA analyses reflected the use of post-processed traffic data in the regional air quality analysis to be consistent with the traffic data used in the NYMTC conformity analysis. In contrast, the reevaluation used traffic information straight from the BPM, because the Project was included in NYMTC's currently conforming plan and TIP and standard protocol is that post-processing is not required. Furthermore, direct output from the BPM for the adopted toll structure confirmed that VMT reduction for Tolling Scenario A would be smaller than for the adopted toll structure, meaning that the adopted toll structure would result in more emissions savings than Tolling Scenario A.

According to NYMTC, the Post-Processing Software typically increases the VMT by approximately 20 percent (which is conservative for conformity purposes, since higher VMT results in higher levels of air pollutant and these can be compared with the pollutant "budgets" of the SIP to ensure that pollutant budgets are not exceeded). As such, the VMT presented in the Final EA is higher than in the reevaluation. However, since use of the Post-Processing Software was applied to both the No Action and "with Project" scenarios for the Final EA, and was not applied to either for the reevaluation, the incremental changes between No Action and Project can be compared between the two analyses.

Detailed information regarding the BPM, Post-Processing Software, and MOVES is provided in Attachment A to this document.

## Central Business District Tolling Program

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### Attachment A

#### BPM

NYMTC uses the New York Best Practice Model (BPM), an activity-based and tour-based travel demand model, to predict and simulate detailed travel patterns for every household in the 28-county study area, over a 24-hour weekday period, based on their travel behavior.

The BPM traffic assignments produce travel demand forecasts on the transportation networks. The roadway/highway assignment outputs must undergo a series of adjustments to calculate the regional VMT and speeds before the emission rates can be applied to generate the required emissions estimates. The adjustments involve the following steps:

- Calculating VMT
- Highway Performance Monitoring System (HPMS) Reconciliation - HPMS is a national program that includes inventory information for all of the nation's public roads as certified by the states' governors annually. HPMS reconciliation factors are applied to the link VMTs to account for the missing local roads and adjustment of higher functional class roadways, to get an accurate estimate of the regional VMT.
- Travel Time Adjustments

➤ **CBDTP EA ANALYSIS:** BPM was run for the No Action condition and Tolling Scenario A.

➤ **CBDTP REEVALUATION:** BPM was run for the same No Action condition and adopted toll structure.

#### Post-Processor Software for Air Quality (PPS-AQ)

NYMTC's PPS-AQ is a powerful web-based application that bridges input data from the BPM and runs it through MOVES to produce an emissions estimate. The PPS-AQ preprocesses BPM output data, invokes MOVES to generate emission rate files, and produces an emission inventory for the regional emissions analysis.

For the EA analysis, the PPS-AQ output from the BPM was used with Project-specific MOVES inputs to generate the emissions. According to NYMTC, the PPS increases VMT from the BPM by approximately 20%.

- DOMAIN/SCALE: Analysis was performed at the county level. The roadways are disaggregated by functional class and, after HPMS reconciliation, aggregated to MOVES road types for the emissions analysis.
- CALCULATION TYPE: Analysis was performed using the "emissions rate" methodology.
- TIME SPAN: Analyses were performed for 24 one-hour periods of a weekday since the BPM data represent an average weekday. The PPS-AQ applies monthly adjustment factors to incorporate monthly fluctuation and then multiplies that adjusted value to the number of days in that month to produce monthly VMT. Yearly VMT is the aggregation of twelve months. All twelve months are selected for the annual emissions forecasts of fine particulate matter (PM<sub>2.5</sub>) and nitrogen oxides (NOx). To reflect the

## Central Business District Tolling Program

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summer months for analysis of volatile organic compounds (VOC) and NO<sub>x</sub>, the ozone precursors, an average day of summer months (June, July, August) is selected.

- **GEOGRAPHIC BOUNDARY:** Custom domains based on the geographic boundary of each nonattainment area in the NYMTC planning area were established in the PPS-AQ.
- **COUNTY DATA INPUTS:** the most recent county-specific MOVES input databases from NYSDEC and NYSDOT are used.

- **CBDTP EA ANALYSIS:** No Action and Tolling Scenario A were run through PPS for inclusion in NYMTC's TIP.
- **CBDTP REEVALUATION:** No Action and the adopted toll structure were not run through the PPS, as the Project is now in the TIP; direct output from the BPM was used.

## MOVES

USEPA's MOtor Vehicle Emission Simulator (MOVES) is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for "criteria" air pollutants (i.e., those specified by the Clean Air Act, as amended), greenhouse gases, and air toxics. MOVES estimates emissions from all the on-road vehicles including cars, trucks, motorcycles, and buses. As noted in the EPA transportation conformity regulation and associated EPA guidance, all regional emissions analyses are required to be based on the latest version of the MOVES software.

There are two options for using MOVES to forecast emissions: 1) inventory mode; and 2) emissions rate mode. The inventory mode calculates total emissions inventory based on vehicle miles of travel and vehicle population data. The emission rate mode produces a look-up table of emission rates including emissions per unit of distance for running emissions, the rate per profile for evaporative processes, and the rate per vehicle for starts and extended idling. As per EPA guidance, NYMTC can use either method to conduct regional emissions analyses. NYMTC, with the concurrence of the ICG, chose to use the emissions rate mode for its emission inventory analysis since emission rates can be applied to multiple scenarios in the same calendar analysis year, thereby reducing the amount of "run-time" for each scenario analysis.

- **CBDTP EA ANALYSIS:** MOVES2014b (latest version at the time) was used.
- **CBDTP REEVALUATION:** MOVES3.1 (latest version, consistent with NYMTC) used.

A full description of the NYMTC conformity process can be found in the [NYMTC 2023 Transportation Conformity Determination](#).



# APPENDIX 1: TRANSPORTATION IMPROVEMENT PROJECTS PROGRAMMED AND MODELED IN FUTURE YEARS

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Plan ID	Pin Number	Project Name	Completion Date	Milestone Year	Project Type	Project Status
MHSMC5795C	881623	SIGNAL OPTIMIZATION TO IMPROVE AIR QUALITY	6/6/2024	2025	Other	Date Only
MHSPC701	876197	STONELEIGH AVE. @ DREWVILLE RD IMPROVEMENT	10/1/2025	2026	Highway	Date Only
MHSWC1485	875900	Main Street & Huguenot Street Traffic Operations	7/30/2025	2026	Other	Date Only

MHSWC1807	875899	Pelham Road Traffic Signal Replacement, Ph I	6/30/2024	2025	Other	Date Only
NSMC2761	L701/01/ME	LIRR NEW M-9 ELECTRIC TRAIN CARS	5/31/2024	2025	Transit	Date Only
NSNC2194	076040	NASSAU COUNTY VARIABLE MESSAGE SIGNS PHASE 1	2/17/2023	2025	Highway	Deleted

NSSC1598	005423	NY347 RECONSTRUCTION: Gibbs Pond to Hallock Road	10/23/2024	2025	Combination	Date Only
NSSC2408	076114	NYS Route 110 BRT Corridor	8/20/2027	2035	Combination	Date Only
NSSC2610	000BRT	Brookhaven Rail Terminal	12/31/2022	2025	Combination	Scope Change
NSSC2862	022948	LIE (I-495) at Crooked Hill Road (CR13)	8/7/2024	2025	Highway	Date Only

NSSC678C	076226	CONSTRUCTION OF MIDWAY CROSSING SURFACE PARKING, RONKONKOMA	8/18/2027	2035	Transit	Date Only
NYCBK165	UTICA_BUSLN	Utica Ave Priority Corridor	7/1/2025	2026	Combination	Date Only
NYCBK2214	X77309	Brooklyn Waterfront Greenway Gowanus Connector	12/31/2024	2025	Other	Date Only
NYCBK2580	X73157	Active Traffic Management (ATM) for Gowanus Expressway	7/31/2026	2035	Combination	Scope Change
NYCBK5545C	BB_SECOND2021	1st/2nd Ave Bus Lane Upgrades	9/1/2024	2025	Combination	Date Only
NYCBKC5246	D702VN84	Reconstruction of Verrazzano Bridge to Belt Parkway Exit Ramps	12/31/2028	2035	Highway	Date Only
NYCBX2845	NYCBX2845	Bronx River Greenway Soundview Connection	7/1/2026	2035	Other	Deleted

NYCBX4727	X72711	Cross Bronx Expressway Active Traffic Management	7/31/2025	2026	Other	Date Only
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NYCBX5301C	BB_FORD2020	Fordham Road Bus Priority Corridor	9/1/2026	2035	Combination	Date Only
NYCM2663	G710-01AA	Second Avenue Subway (Phase 2)	9/30/2032	2035	Transit	Date Only
NYCM2848	SBS_96ST2018	96 St Busway	9/1/2028	2035	Combination	Date Only
NYCM2848	NYCM2848	96 St Select Bus Service	9/1/2020	2025	Combination	Date Only
NYCMB1014	X82329	LaGuardia Airport Ferry	12/12/2023	2025	Transit	Deleted
NYCMB12190	N8110102	Interborough Express	1/1/2030	2035	Transit	New
NYCMB2350	PW08-2548	Canarsie Line Power Improvement Project	1/31/2024	2025	Transit	Date Only

NYCMB4712	NYCMB4712	Citywide Ferry - Coney Island Route	8/31/2022	2025	Transit	Deleted
NYCMB5413C	C801CP03	Central Business District Tolling Program	6/1/2024	2025	Highway	Date Only
NYCMB5910C	X22877	I 495 Integrated Corridor Management	8/30/2026	2035	Other	New
NYCMB767	NYCMB767C	CONSTRUCTION OF MNR PENN STATION ACCESS	11/30/2027	2035	Transit	Date Only
NYCMB832	X50162	Construction of Fiber Optics Links on the Belt Parkway	12/31/2024	2025	Other	Date Only
NYCMB91	X77032	Brooklyn Bridge ITS	12/30/2024	2025	Other	Date Only
NYCQ2851	SBS_RF2019	Ridgewood to Flushing Bus Priority Corridor	9/1/2026	2035	Combination	Date Only
NYCQ2851	NYCQ2851	Ridgewood to Flushing SBS	9/1/2020	2025	Combination	Date Only

**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Kite-Laidlaw, Julia" <julia.kitelaiddlaw@mtabt.org>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Carry, William" <wcarry@dot.nyc.gov>

**Cc:** "Phillips, Tanisa" <tanisa.phillips@mtabt.org>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Subject:** RE: CBDTP Small Business Working Group

**Date:** Wed, 03 Jan 2024 15:42:17 +0000

**Importance:** Normal

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Julia,

Do you have a list of small businesses that you have invited? Is there an announcement that was posted? How are small businesses being identified?

Thank you,

Monica Pavlik

FHWA Major Project Oversight Manager  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

---

**From:** Kite-Laidlaw, Julia <julia.kitelaiddlaw@mtabt.org>

**Sent:** Tuesday, January 2, 2024 2:09 PM

**To:** Stephanie.Winkelhake@dot.ny.gov; Carry, William <wcarry@dot.nyc.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>

**Cc:** Phillips, Tanisa <tanisa.phillips@mtabt.org>

**Subject:** CBDTP Small Business Working Group

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephanie, Will, and Monica,

I am writing to let you know that the first meeting of the Small Business Working Group, as committed to in the Central Business District Tolling Program Environmental Assessment, is scheduled to take place on January 23<sup>rd</sup>. We are offering participants a choice of potential time slots, and will finalize the one which works for the greatest number of people: 10 AM – noon, 1 PM – 3 PM, or 6 PM – 8 PM. We have asked invitees to RSVP by January 16<sup>th</sup>, at which point I will let you know the time.

Likewise, the Environmental Justice Community Group is tentatively convening on February 13<sup>th</sup>. We will be sending invitations in the near future.

Both meetings will be held on Zoom. Please let me know if you or another representative of your agency will attend.

Best,  
Julia Kite-Laidlaw

**Julia Kite-Laidlaw**  
*Senior Director, Strategy and Stakeholder Participation*

MTA Bridges & Tunnels | Central Business District Tolling Program

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Kite-Laidlaw, Julia" <julia.kitelaidlaw@mtabt.org>, "Price, Anna (FHWA)" <anna.price@dot.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Subject:** RE: CBDTP: Small Business and Environmental Justice meetings

**Date:** Tue, 09 Jan 2024 22:06:30 +0000

**Importance:** Normal

---

Thank you.

Monica Pavlik

FHWA Major Project Oversight Manager  
12300 W. Dakota Ave Suite 180  
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---

**From:** Kite-Laidlaw, Julia <julia.kitelaidlaw@mtabt.org>

**Sent:** Tuesday, January 9, 2024 1:19 PM

**To:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Subject:** CBDTP: Small Business and Environmental Justice meetings

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Monica, Anna, and Rick,

I wanted to provide you with an update on our Small Business Working Group and Environmental Justice Community Group meetings. Monica and Anna, I know we were in touch already, but I am confirming the SBWG meeting will take place on **Monday, January 22<sup>nd</sup>**. From the people who have responded thusfar with their preference of time slots, it is looking like it will most likely be either 10:30 AM – noon or 2:30 – 4 PM.

We have selected **Tuesday, February 13<sup>th</sup>** for the first meeting of the Environmental Justice Community Group. We intend to send invitations next week and will offer a choice of the following times: 11:30 AM- 1 PM, 2:30 PM – 4 PM, and 6 PM – 7:30 PM. Like the Small Business group, this will be held virtually. Invitees will be a mix of organizations who participated in our Environmental Justice Technical Advisory Group and organizations not previously recruited that have a strong environmental justice remit and are located within the ten-county area described in the EA (New York City; Hudson, Bergen, Essex, and Union Counties in New Jersey; Nassau County, NY).

I will send placeholder calendar invitations and let you know when the final time slots have been selected. For Small Business, that should be by next Monday at the latest.

Please feel free to contact me with any questions.

Best,  
Julia

**Julia Kite-Laidlaw**  
*Senior Director, Strategy and Stakeholder Participation*  
MTA Bridges & Tunnels | Central Business District Tolling Program  
2 Broadway, 23<sup>rd</sup> Floor, New York, NY 10004

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Flax, Leah" <leah.flax@mtabt.org>, "Price, Anna (FHWA)" <anna.price@dot.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Friman, Paul" <pfriman@mtabt.org>, "Michaelson, Juliette" <Juliette.Michaelson@mtacd.org>, "Elizabeth Knauer" <eknauer@sprlaw.com>, "Mark Chertok" <mchertok@sprlaw.com>, "Timoney, Caitlin" <Caitlin.Timoney@hdrinc.com>

**Subject:** RE: CBDTP Check-In Follow-Up (2/13)

**Date:** Fri, 16 Feb 2024 15:54:33 +0000

**Importance:** Normal

---

Thanks Leah.

Monica Pavlik

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fax - (720) 963-3001

---

**From:** Flax, Leah <leah.flax@mtabt.org>

**Sent:** Friday, February 16, 2024 8:52 AM

**To:** Price, Anna (FHWA) <anna.price@dot.gov>; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>

**Cc:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Friman, Paul <pfriman@mtabt.org>; Michaelson, Juliette <Juliette.Michaelson@mtacd.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>; Timoney, Caitlin <Caitlin.Timoney@hdrinc.com>

**Subject:** RE: CBDTP Check-In Follow-Up (2/13)

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Rick, Anna, & Monica – Following up with the list of models used in the Final EA and approach for the reevaluation.

Thank you,

Leah

Topic	Location in Final EA, Chapter 10, "Air Quality"	Model(s) Used in Final EA	Modeling Approach for Reevaluation
Regional Criteria Pollutant, MSAT, and GHG – County Analysis	Methodology – Section 10.1.7.1, pg 10-10 <u>Environmental Consequences</u> – Section 10.3.2.1, pg 10-21	<ul style="list-style-type: none"><li>• <b>MOVES2014b</b> (current version at time of analysis – no longer being updated or supported for use)</li><li>• VMT from NYMTC's post-processor (in coordination with NYMTC and the ICG, this step was taken to show that the Project would be</li></ul>	<ul style="list-style-type: none"><li>• <b>MOVES3.1</b> (latest update to MOVES3 - <a href="https://www.epa.gov/moves/moves3-update-log">https://www.epa.gov/moves/moves3-update-log</a>)</li><li>• VMT direct from BPM (used Final EA network, VMT post-processing not required because the Project was added to the TIP and</li></ul>

		consistent with NYMTC's conformity analysis because at the time of analysis the Project was not yet on the TIP and in AQ Conformity)	included in conformity in 2022)
<b>Microscale</b> – Intersection screening of CO, PM <sub>2.5</sub> , and PM <sub>10</sub>	<u>Methodology</u> – 10.1.7.2, pg 10-14 <u>Environmental Consequences</u> – Section 10.3.2.2, pg 10-42	<ul style="list-style-type: none"> <li>Screening only; no modeling required</li> </ul>	<ul style="list-style-type: none"> <li>Screening only; no modeling required</li> </ul>
<b>Highway Segments</b> – 'PM Hot Spot Analysis'	<u>Methodology</u> – 10.1.7.5, pg 10-16 <u>Environmental Consequences</u> – Section 10.3.2.3, pg 10-46	<ul style="list-style-type: none"> <li><b>MOVES3</b> (current version at time of analysis)</li> <li><b>AERMOD version 21112</b> (current version at time of analysis – no longer being updated or supported for use)</li> <li>VMT direct from BPM</li> </ul>	<ul style="list-style-type: none"> <li><b>MOVES3.1</b> (latest update to MOVES3 - <a href="https://www.epa.gov/moves/moves3-update-log">https://www.epa.gov/moves/moves3-update-log</a>)</li> <li><b>AERMOD version 23132</b> (current version)</li> <li>VMT direct from BPM (Final EA Network)</li> </ul>

**From:** Flax, Leah

**Sent:** Wednesday, February 14, 2024 9:22 AM

**To:** Price, Anna (FHWA) <[anna.price@dot.gov](mailto:anna.price@dot.gov)>; Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>; 'Monica Pavlik' <[monica.pavlik@dot.gov](mailto:monica.pavlik@dot.gov)>

**Cc:** C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>; Angel, Nichola <[nangel@mtabt.org](mailto:nangel@mtabt.org)>; Oliva, Louis <[LOLIVA@mtahq.org](mailto:LOLIVA@mtahq.org)>; Friman, Paul <[pfriman@mtabt.org](mailto:pfriman@mtabt.org)>; Michaelson, Juliette <[Juliette.Michaelson@mtacd.org](mailto:Juliette.Michaelson@mtacd.org)>; Elizabeth Knauer <[eknauer@sprlaw.com](mailto:eknauer@sprlaw.com)>; Mark Chertok <[mchertok@sprlaw.com](mailto:mchertok@sprlaw.com)>; [caitlin.timoney@hdrinc.com](mailto:caitlin.timoney@hdrinc.com)

**Subject:** CBDTP Check-In Follow-Up (2/13)

Hello Rick, Anna, and Monica – Thank you for meeting yesterday. We have updated the shared folder ([FHWA Review](#)) with the material used in our check-in ([FHWA\\_CBDTP\\_021324mtg\\_dftv3\\_for FHWA.pptx](#)).

As discussed, we will be following up with the list of AQ models used in the Final EA.

Thank you,  
Leah

**Leah Flax**

**Senior Director, Policy & Operations Analysis**

**CBD Tolling Program, MTA Bridges & Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: 646-252-7042 • M: 646-901-4601

E: [leah.flax@mtabt.org](mailto:leah.flax@mtabt.org)

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Ho, Cecilia (FHWA)" <Cecilia.Ho@dot.gov>, "Martinez, Victoria (FHWA)" <Victoria.Martinez@dot.gov>, "Perritt, Karen (FHWA)" <Karen.Perritt@dot.gov>

**Cc:** "Price, Anna (FHWA)" <anna.price@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Subject:** CGDTP Air Quality Analysis

**Date:** Tue, 27 Feb 2024 22:27:02 +0000

**Importance:** Normal

**Attachments:** FHWA\_CBDTP\_022724mtg\_dftv6\_for\_FHWA.pptx

Cecilia, Victoria and Karen,

Thank you for joining the CBDTP meeting today. Attached is the slide presentation from today. I also included the table that outlines what model was used for the Final EA and what was used for the outputs in the reevaluation analysis.

The schedule looks like we will receive the Air Quality section of the Re-eval the week of March 29<sup>th</sup>. We will be requesting your review at that time. Thanks for all the assistance that you have and continue to provide this project. If you think of something that needs to be conveyed back to MTA or have any questions, please let me know.

Thank you,

Monica

Topic	Location in Final EA, Chapter 10, "Air Quality"	Model(s) Used in Final EA	Modeling Approach for Reevaluation
<b>Regional Criteria Pollutant, MSAT, and GHG – County Analysis</b>	<u>Methodology</u> – Section 10.1.7.1, pg 10-10 <u>Environmental Consequences</u> – Section 10.3.2.1, pg 10-21	<ul style="list-style-type: none"> <li><b>MOVES2014b</b> (current version at time of analysis – no longer being updated or supported for use)</li> <li><b>VMT from NYMTC's post-processor (in coordination with NYMTC and the ICG, this step was taken to show that the Project would be consistent with NYMTC's conformity analysis because at the time of analysis the Project was not yet on the TIP and in AQ Conformity)</b></li> </ul>	<ul style="list-style-type: none"> <li><b>MOVES3.1</b> (latest update to MOVES3 - <a href="https://www.epa.gov/moves/moves3-update-log">https://www.epa.gov/moves/moves3-update-log</a>)</li> <li>VMT direct from BPM (used Final EA network, VMT post-processing not required because the Project was added to the TIP and included in conformity in 2022)</li> </ul>

<b>Microscale</b> – Intersection screening of CO, PM <sub>2.5</sub> , and PM <sub>10</sub>	<u>Methodology</u> – 10.1.7.2, pg 10-14 <u>Environmental Consequences</u> – Section 10.3.2.2, pg 10-42	<ul style="list-style-type: none"> <li>Screening only; no modeling required</li> </ul>	<ul style="list-style-type: none"> <li>Screening only; no modeling required</li> </ul>
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Monica Pavlik

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Price, Anna (FHWA)" <anna.price@dot.gov>, "Mani, Gautam (FHWA)" <gautam.mani@dot.gov>

**Subject:** FW: CGDTP Air Quality Analysis

**Date:** Wed, 06 Mar 2024 20:09:34 +0000

**Importance:** Normal

**Attachments:** FHWA\_CBDTP\_022724mtg\_dftv6\_for\_FHWA.pptx

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---

**From:** Pavlik, Monica (FHWA)

**Sent:** Tuesday, February 27, 2024 3:27 PM

**To:** Ho, Cecilia (FHWA) <Cecilia.Ho@dot.gov>; Martinez, Victoria (FHWA) <Victoria.Martinez@dot.gov>; Perritt, Karen (FHWA) <Karen.Perritt@dot.gov>

**Cc:** Price, Anna (FHWA) <anna.price@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Subject:** CGDTP Air Quality Analysis

Cecilia, Victoria and Karen,

Thank you for joining the CBDTP meeting today. Attached is the slide presentation from today. I also included the table that outlines what model was used for the Final EA and what was used for the outputs in the reevaluation analysis.

The schedule looks like we will receive the Air Quality section of the Re-eval the week of March 29<sup>th</sup>. We will be requesting your review at that time. Thanks for all the assistance that you have and continue to provide this project. If you think of something that needs to be conveyed back to MTA or have any questions, please let me know.

Thank you,

Monica

Topic	Location in Final EA, Chapter 10, "Air Quality"	Model(s) Used in Final EA	Modeling Approach for Reevaluation
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<b>Regional Criteria Pollutant, MSAT, and GHG – County Analysis</b>	<u>Methodology</u> – Section 10.1.7.1, pg 10-10 <u>Environmental Consequences</u> – Section 10.3.2.1, pg 10-21	<ul style="list-style-type: none"> <li>• <b>MOVES2014b</b> (current version at time of analysis – no longer being updated or supported for use)</li> <li>• <b>VMT from NYMTC’s post-processor (in coordination with NYMTC and the ICG, this step was taken to show that the Project would be consistent with NYMTC’s conformity analysis because at the time of analysis the Project was not yet on the TIP and in AQ Conformity)</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>MOVES3.1</b> (latest update to MOVES3 - <a href="https://www.epa.gov/moves/moves3-update-log">https://www.epa.gov/moves/moves3-update-log</a>)</li> <li>• VMT direct from BPM (used Final EA network, VMT post-processing not required because the Project was added to the TIP and included in conformity in 2022)</li> </ul>
<b>Microscale Intersection screening of CO, PM<sub>2.5</sub>, and PM<sub>10</sub></b>	<u>Methodology</u> 10.1.7.2, pg 10-14 <u>Environmental Consequences</u> Section 10.3.2.2, pg 10-42	<ul style="list-style-type: none"> <li>• Screening only; no modeling required</li> </ul>	<ul style="list-style-type: none"> <li>• Screening only; no modeling required</li> </ul>
<b>Highway Segments ‘PM Hot Spot Analysis’</b>	<u>Methodology</u> 10.1.7.5, pg 10-16 <u>Environmental Consequences</u> Section 10.3.2.3, pg 10-46	<ul style="list-style-type: none"> <li>• <b>MOVES3</b> (current version at time of analysis)</li> <li>• <b>AERMOD version 21112</b> (current version at time of analysis – no longer being updated or supported for use)</li> <li>• VMT direct from BPM</li> </ul>	<ul style="list-style-type: none"> <li>• <b>MOVES3.1</b> (latest update to MOVES3 - <a href="https://www.epa.gov/moves/moves3-update-log">https://www.epa.gov/moves/moves3-update-log</a>)</li> <li>• <b>AERMOD version 23132</b> (current version)</li> <li>• VMT direct from BPM (Final EA Network)</li> </ul>

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# 2/27/24 – Agenda

- 1. Meeting Look-Ahead**
- 2. Air Quality – Microscale & Mesoscale (Chapter 10)**
- 3. Reevaluation Review Timeline**

# Meeting Look-Ahead

## Planned Topics

### 1. 3/5/24

- Other analyses

# AQ – Models Used (E-mailed 02/16/24)

Topic	Location in Final EA, Chapter 10, “Air Quality”	Model(s) Used in Final EA	Modeling Approach for Reevaluation
<b>Regional Criteria Pollutant, MSAT, and GHG – County Analysis</b>	<u>Methodology</u> – Section 10.1.7.1, pg 10-10 <u>Environmental Consequences</u> – Section 10.3.2.1, pg 10-21	<ul style="list-style-type: none"> <li>• <b>MOVES2014b</b> (current version at time of analysis – no longer being updated or supported for use)</li> <li>• VMT from NYMTC’s post-processor (in coordination with NYMTC and the ICG, this step was taken to show that the Project would be consistent with NYMTC’s conformity analysis because at the time of analysis the Project was not yet on the TIP and in AQ Conformity)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>MOVES3.1</b> (latest update to MOVES3 - <a href="https://www.epa.gov/moves/moves3-update-log">https://www.epa.gov/moves/moves3-update-log</a>)</li> <li>• VMT direct from BPM (used Final EA network, VMT post-processing not required because the Project was added to the TIP and included in conformity in 2022)</li> </ul>
<b>Microscale – Intersection screening of CO, PM<sub>2.5</sub>, and PM<sub>10</sub></b>	<u>Methodology</u> – 10.1.7.2, pg 10-14 <u>Environmental Consequences</u> – Section 10.3.2.2, pg 10-42	<ul style="list-style-type: none"> <li>• Screening only; no modeling required</li> </ul>	<ul style="list-style-type: none"> <li>• Screening only; no modeling required</li> </ul>
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# AQ – 02/23/24 Feedback from FHWA

- *It would help us develop better feedback if the MTA could provide some sensitivity analysis for the traffic anticipated under this new alternative. If the traffic estimates for the new alternative change substantially from the alternative in the FONSI, it is recommended that MTA do a new NEPA Air Quality Analysis on, at a minimum, the alternative in the FONSI and the new proposed alternative. **Reevaluation of traffic confirmed the conclusions of the Final EA, no substantial changes, information presented 1/23/24 (Chapter 4A) and 2/8/24 (Chapter 4B). For the 12-county AQ study area, VMT reductions of -0.4% are comparable to the -0.3% reduction in the Final EA (Scenario A).***
- *MOVES3.1 or MOVES4 ([the latest model approved by EPA](#)) would be the model to use, if a new analysis is needed. **The Reevaluation is using MOVES3.1 (highway link hot spots & regional), MOVES3 was used for hot spot analysis in the Final EA. NYMTC is currently using MOVES3.1.***
- *Through interagency consultation, it was determined that the alternative in the FONSI was not a project of air quality concern and no PM2.5 hot-spot analyses were required for conformity purposes. This determination may need to be re-affirmed for the proposed alternative. **NYSDOT reviewed and concurred with the Reevaluation approach. Analysis of Scenario 10J found that no intersections screened in for PM2.5 hot spot analysis. Reanalysis of highway link hot spots for PM2.5 was presented on 1/16/24 showing no change from the Final EA conclusions, no potential adverse effects.***
- *Also, the proposed alternative must come from a conforming plan and TIP as required in 40 CFR 93.115. This requirement is satisfied if the proposed alternative's design concept and scope have not significantly changed from the alternative in the FONSI. **The project is in the TIP FFY 2023-2027, NYMTC confirmed that no TIP amendment is needed.***





# AQ Microscale – Final EA Methodology

1. Identified the intersections for analysis from Chapter 4A
2. Conducted screening analysis for pollutants of concern on a localized (microscale) level: CO, PM<sub>2.5</sub>, and PM<sub>10</sub>
3. All 102 intersections passed the screening analysis, no detailed air quality analysis (modeling) was necessary

## 15 Study Areas for Analysis (102 Intersections)

1. Brooklyn Bridge/Manhattan Bridge – Downtown Brooklyn
2. Hugh L. Carey Tunnel (HLC) – Red Hook, Brooklyn
3. HLC Tunnel and Holland Tunnel – Lower Manhattan, Brooklyn Bridge, and Manhattan Bridge
4. Holland Tunnel – Jersey City, NJ
5. Lincoln Tunnel – Manhattan
6. Ed Koch Queensboro Bridge – East Side at 60th St, Manhattan
7. West Side at 60th St – Manhattan
8. Queens-Midtown Tunnel (QMT) – Murray Hill, Manhattan
9. QMT/Ed Koch Queensboro Bridge – Long Island City, Queens
10. Robert F. Kennedy (RFK) Bridge – Astoria, Queens
11. RFK Bridge – Bronx
12. RFK Bridge–125th St – Manhattan
13. West Side Highway/Route 9A at 24th St – Manhattan
14. Lower East Side – Manhattan
15. Little Dominican Republic – Upper Manhattan near George Washington Bridge



# AQ Microscale – Reevaluation Methodology

**Step 1:** Use results from reevaluation related to traffic at local intersections to identify incremental traffic at the 102 intersections due to Scenario 10J

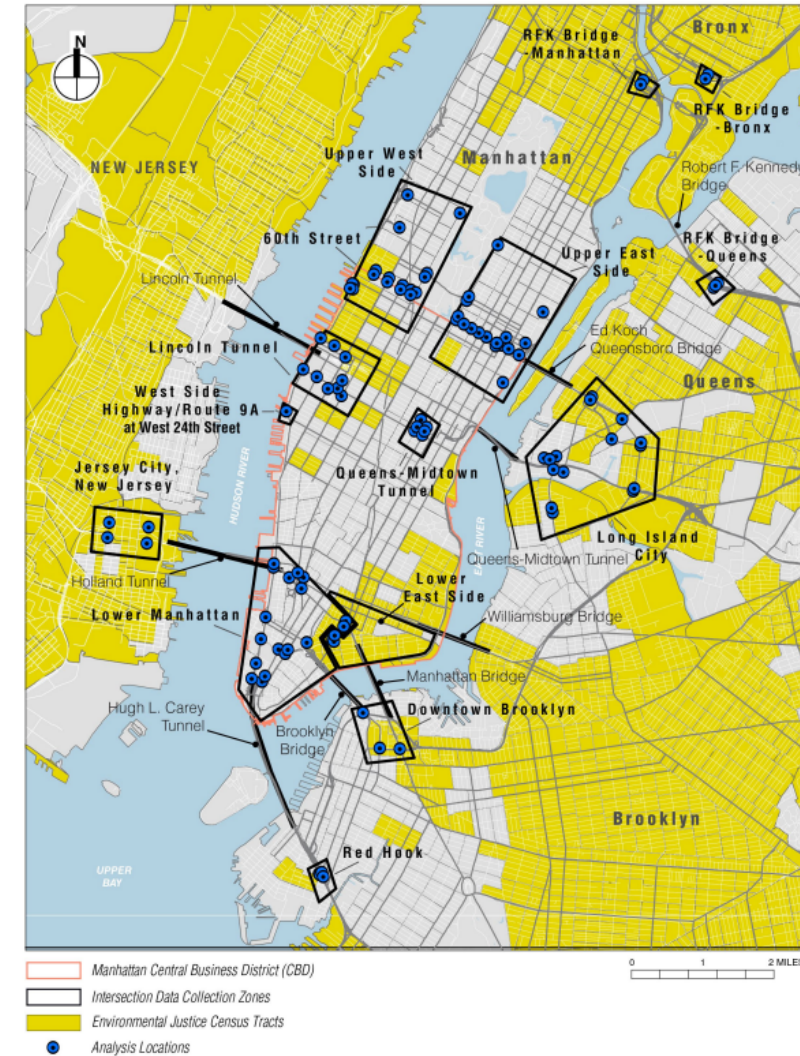
**Step 2:** Conduct screening analysis using the same methodology as the Final EA

**Step 3:** For any intersections that fail the screening analysis, conduct detailed air quality analysis (modeling) for intersections

# AQ Microscale – Reevaluation Results

- 102 intersections were screened in the Final EA for potential CO and PM impacts; all intersections passed the screening and no further analysis was required
- The same 102 intersections were screened for Scenario 10J; all intersections passed the screening and no further analysis was required

Figure 4B-13. Local Intersections and Data Collection Zones



# AQ Microscale – Reevaluation Results

Final EA Table 10-13. CO and PM<sub>2.5</sub>/PM<sub>10</sub> Microscale Screening Results, CBD Tolling Alternative (Tolling Scenario C and Tolling Scenario D), With Scenario 10J Added

LOCATION	FINAL EA (SCENARIOS C & D)				SCENARIO 10J			
	CO SCREENING	PM <sub>2.5</sub> /PM <sub>10</sub> SCREENING	FURTHER ANALYSIS REQUIRED?	ADVERSE EFFECT?	CO SCREENING	PM <sub>2.5</sub> /PM <sub>10</sub> SCREENING	FURTHER ANALYSIS REQUIRED?	ADVERSE EFFECT?
Brooklyn Bridge/Manhattan Bridge – Downtown Brooklyn	Pass	Pass	No	No	Pass	Pass	No	No
Hugh L. Carey Tunnel (HLC) – Red Hook, Brooklyn	Pass	Pass	No	No	Pass	Pass	No	No
HLC Tunnel & Holland Tunnel – Lower Manhattan, Brooklyn & Manhattan Bridges	Pass	Pass	No	No	Pass	Pass	No	No
Holland Tunnel – Jersey City, NJ	Pass	Pass	No	No	Pass	Pass	No	No
Lincoln Tunnel – Manhattan	Pass	Pass	No	No	Pass	Pass	No	No
Ed Koch Queensboro Bridge – East Side at 60th St, Manhattan	Pass	Pass	No	No	Pass	Pass	No	No
West Side at 60th St – Manhattan	Pass	Pass	No	No	Pass	Pass	No	No
Queens-Midtown Tunnel (QMT) – Murray Hill, Manhattan	Pass	Pass	No	No	Pass	Pass	No	No
QMT/Ed Koch Queensboro Bridge – Long Island City, Queens	Pass	Pass	No	No	Pass	Pass	No	No
Robert F. Kennedy (RFK) Bridge – Astoria, Queens	Pass	Pass	No	No	Pass	Pass	No	No
RFK Bridge – Bronx	Pass	Pass	No	No	Pass	Pass	No	No
RFK Bridge–125th St – Manhattan	Pass	Pass	No	No	Pass	Pass	No	No
West Side Highway/Route 9A at 24th St – Manhattan	Pass	Pass	No	No	Pass	Pass	No	No
Lower East Side – Manhattan	Pass	Pass	No	No	Pass	Pass	No	No
Little Dominican Republic – Upper Manhattan near George Washington Bridge	Pass	Pass	No	No	Pass	Pass	No	No

# AQ Mesoscale and MSAT – Final EA Methodology

- USEPA's then-current emission model, MOVES2014b, was used to estimate the mobile source emission factors for the mesoscale and MSAT analyses
- Scenario A was selected for analysis as it had the smallest reduction of VMT compared to the No Action Alternative and would therefore have the lowest beneficial effect on regional air quality
- MOVES was run for Scenario A & No Action post-processed VMT, speeds, vehicle mix, as well as the latest site-specific input data from NYSDEC and NJTPA
- As explained on page 10-11 of the Final EA, 12 counties were used for the air quality mesoscale, MSAT, and GHG analyses. These included the 10-county NYMTC area and the two counties in NJ with the greatest potential changes in VMT (greatest increase and decrease). No CT counties were included because they all saw decreases in VMT.
  - NYC – Bronx, Kings (Brooklyn), New York (Manhattan), Queens, Richmond (Staten Island)
  - Long Island – Nassau, Suffolk
  - New York North of NYC – Putnam, Rockland, Westchester
  - New Jersey – Hudson, Bergen



# AQ Mesoscale and MSAT – Reevaluation Methodology

- USEPA's current emission model, MOVES3.1, was used to estimate the mobile source emission factors for the mesoscale, and MSAT analyses
- MOVES was run for Scenario 10J & No Action with VMT (direct output from the BPM), speeds, vehicle mix, as well as the latest site-specific input data from NYSDEC and NJTPA
- The same 12 counties analyzed in the Final EA were studied



# AQ Mesoscale – Reevaluation Results

- Overall improvement in regional air quality
- No potential adverse effects

Final EA Table 10-7. Mesoscale Emission Burdens, CBD Tolling Alternative (Tolling Scenario A, tons/year), with Scenario 10J added

Pollutant	No Action Alternative	Final EA Scenario A	% Difference vs. No Action – Scenario A	No Action Alternative	Scenario 10J	% Difference vs. No Action – Scenario 10J
Daily Vehicle-Miles Traveled (miles/day)	182,736,632	182,143,856	-0.3%	146,956,932	146,387,802	-0.4%
Volatile Organic Compounds (VOC)	17,698	17,667	-0.2%	6,567	6,541	-0.4%
Nitrogen Oxides (NO <sub>x</sub> )	23,956	23,864	-0.4%	12,437	12,378	-0.5%
Carbon Monoxide (CO)	227,726	227,074	-0.3%	93,881	93,220	-0.7%
Particulate Matter (PM <sub>10</sub> )	5,884	5,828	-1.0%	2,878	2,849	-1.0%
Particulate Matter (PM <sub>2.5</sub> )	1,452	1,441	-0.7%	604	599	-0.8%
Carbon Dioxide Equivalents (CO <sub>2</sub> e)	32,445,206	32,236,481	-0.6%	17,461,889	17,360,966	-0.6%

# Mesoscale Context – Reevaluation Results

## Total Mesoscale Emission Burdens (annual tons) by County, No Action Alternative

Pollutant	No Action Alternative – Total (Final EA Network run, analyzed in MOVES3.1)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD	Entire County											
Volatile Organic Compounds	239	335	814	301	532	237	1020	1229	606	445	88	284	676
Nitrogen Oxides	594	1,172	1,524	922	1009	360	1367	1,530	1,150	437	161	945	1860
CO	2,942	5,892	12,798	4,926	8,034	2,970	14,615	17,038	8,576	3,240	1,488	3,831	10,474
PM <sub>10</sub>	131	246	409	157	285	88	391	440	194	73	28	177	393
PM <sub>2.5</sub>	25	48	80	35	55	18	78	88	51	19	7	39	85
CO <sub>2</sub> e	543,341	1,094,965	2,262,004	959,355	1,392,571	514,306	2,358,984	2,773,666	1,559,039	579,935	248,028	987,755	2,731,283

## Change in Mesoscale Emission Burdens (annual tons) by County from No Action Alternative, Scenario 10J

Pollutant	Scenario 10J – Change From No Action Alternative (Final EA Network run, analyzed in MOVES3.1)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD	Entire County											
Volatile Organic Compounds	-13	-14	-3	-3	-2	2	-1	0	-2	0	0	-6	3
Nitrogen Oxides	-44	-57	10	14	0	9	-1	0	-4	-1	0	-47	17
CO	-319	-407	-117	-21	-80	66	-15	2	-51	-10	0	-138	110
PM <sub>10</sub>	-14	-18	-3	1	-3	2	0	0	-1	0	0	-11	4
PM <sub>2.5</sub>	-3	-3	0	0	0	0	0	0	0	0	0	-2	1
CO <sub>2</sub> e	-59749	-70761	-12720	3245	-10461	11852	-2414	309	-8399	-1819	-51	-38662	28957

Note: Yellow highlights indicate an increase compared to the No Action



# Mesoscale Intensity of Change (% Change) – Reevaluation Results

Final EA Table 10-8. Mesoscale Emission Burden Percentage Changes by County, CBD Tolling Alternative (Tolling Scenario A), with Scenario 10J below

Pollutant	Final EA Tolling Scenario A – Percent Change from No Action Alternative (Final EA Network run post-processed, analyzed in MOVES2014b)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD	Entire County											
Daily VMT (miles/day)	-11.56%	-5.88%	-0.36%	0.15%	-0.74%	1.73%	0.03%	-0.03%	-0.22%	-0.17%	0.28%	-2.24%	0.88%
Volatile Organic Compounds	-4.96%	-3.29%	-0.32%	0.03%	-0.32%	0.44%	0.05%	0.02%	0.21%	-0.05%	-0.03%	-0.66%	0.20%
Nitrogen Oxides	-9.54%	-5.96%	-0.56%	0.09%	-0.68%	1.26%	0.09%	0.00%	-0.25%	-0.12%	0.37%	-1.85%	0.63%
CO	-7.58%	-4.58%	-0.37%	0.02%	-0.51%	0.89%	0.03%	-0.03%	-0.13%	-0.05%	0.00%	-1.02%	0.49%
PM <sub>10</sub>	-12.16%	-9.75%	-1.23%	0.30%	-1.00%	2.12%	0.19%	0.11%	-0.32%	-0.36%	0.31%	-3.86%	0.74%
PM <sub>2.5</sub>	-11.37%	-8.52%	-0.99%	0.20%	-0.90%	1.80%	0.14%	0.06%	-0.23%	-0.25%	0.26%	-3.00%	0.69%
CO <sub>2</sub> e	-11.48%	-7.92%	-0.84%	0.15%	-0.88%	1.76%	0.15%	0.03%	-0.40%	-0.23%	0.17%	-3.03%	0.80%

Pollutant	Scenario 10J – Percent Change from No Action Alternative (Final EA Network run, analyzed in MOVES3.1)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD	Entire County											
Daily VMT (miles/day)	-8.90%	-5.47%	-0.68%	0.15%	-0.61%	2.35%	-0.10%	0.00%	-0.59%	-0.35%	-0.06%	-2.23%	1.11%
Volatile Organic Compounds	-5.44%	-4.27%	-0.36%	-1.11%	-0.45%	0.94%	-0.05%	0.01%	-0.25%	-0.06%	0.02%	-2.08%	0.45%
Nitrogen Oxides	-7.41%	-4.85%	0.67%	1.48%	0.03%	2.47%	-0.09%	0.02%	-0.31%	-0.21%	-0.05%	-4.96%	0.92%
CO	-10.83%	-6.91%	-0.92%	-0.42%	-0.99%	2.24%	-0.10%	0.01%	-0.60%	-0.32%	0.00%	-3.59%	1.05%
PM <sub>10</sub>	-11.02%	-7.26%	-0.65%	0.94%	-1.08%	2.70%	-0.12%	0.07%	-0.58%	-0.22%	0.16%	-6.34%	0.94%
PM <sub>2.5</sub>	-10.49%	-6.59%	-0.31%	0.95%	-0.73%	2.51%	-0.11%	0.06%	-0.46%	-0.23%	0.06%	-5.39%	1.00%
CO <sub>2</sub> e	-11.00%	-6.46%	-0.56%	0.34%	-0.75%	2.30%	-0.10%	0.01%	-0.54%	-0.31%	-0.02%	-3.91%	1.06%

Note: Yellow highlights indicate an increase compared to the No Action

# MSAT Context – Reevaluation Results

## Total Mobile Source Air Toxics Emission Burdens (annual tons) by County, No Action Alternative

Pollutant	No Action Alternative – Total (Final EA Network run, analyzed in MOVES3.1)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD	Entire County											
1,3-Butadiene	0.14	0.26	0.52	0.20	0.34	0.12	0.89	1.05	0.47	0.15	0.06	0.11	0.26
Acetaldehyde	2.40	4.23	4.17	2.84	3.01	0.96	3.85	4.22	2.69	0.89	0.34	1.90	3.32
Acrolein	0.16	0.29	0.37	0.20	0.27	0.09	0.33	0.37	0.29	0.10	0.03	0.19	0.36
Benzene	2.39	4.13	9.19	3.22	6.15	2.34	10.72	12.73	6.14	1.64	0.73	1.88	4.63
Diesel PM	7.77	15.73	21.65	13.58	14.72	5.56	19.40	20.79	22.70	8.05	2.61	15.23	27.94
Ethylbenzene	3.20	4.60	11.65	4.13	7.62	3.29	14.92	18.22	8.64	1.27	0.55	1.51	3.69
Formaldehyde	3.55	6.24	6.42	4.10	4.72	1.49	5.62	6.10	4.31	1.43	0.54	3.13	5.38
Naphthalene	0.23	0.43	0.63	0.29	0.45	0.15	0.65	0.74	0.48	0.16	0.06	0.25	0.51
Polycyclic Organic Matter	0.09	0.18	0.27	0.13	0.19	0.06	0.29	0.33	0.23	0.08	0.03	0.11	0.23

## Change in Mobile Source Air Toxics Emission Burdens (annual tons) by County from No Action Alternative, Scenario 10J

Pollutant	Scenario 10J – Change from No Action Alternative (Final EA Network run, analyzed in MOVES3.1)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD	Entire County											
1,3-Butadiene	-0.02	-0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.01	-0.01	0.00
Acetaldehyde	-0.16	-0.20	0.01	0.02	-0.01	0.02	0.00	0.00	-0.01	0.00	-0.02	-0.16	0.03
Acrolein	-0.01	-0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.01	0.00
Benzene	-0.25	-0.27	-0.07	-0.01	-0.05	0.04	-0.01	0.00	-0.03	0.00	-0.06	-0.09	0.05
Diesel PM	-0.67	-0.76	0.24	0.17	0.07	0.13	-0.01	0.01	-0.05	-0.01	-0.12	-0.75	0.29
Ethylbenzene	-0.20	-0.22	-0.06	0.00	-0.04	0.04	-0.01	0.00	-0.03	0.00	-0.05	-0.09	0.04
Formaldehyde	-0.25	-0.30	0.01	0.03	-0.02	0.03	-0.01	0.00	-0.02	0.00	-0.03	-0.27	0.05
Naphthalene	-0.02	-0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.02	0.00
Polycyclic Organic Matter	-0.01	-0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.01	0.00

Note: Yellow highlights indicate an increase compared to the No Action Alternative



Bridges and Tunnels

Draft, Privileged and Confidential - Shared Information as per the Common Interest and Confidentiality Agreement

# MSAT Intensity of Change (% Change) – Reevaluation Results

Final EA Table 10-11. Mobile Source Air Toxics Emission Burden Percentage Changes by County, CBD Tolling Alternative (Tolling Scenario A), with Scenario 10J below

Pollutant	Final EA Tolling Scenario A – Percent Change from No Action Alternative (Final EA Network run post-processed, analyzed in MOVES2014b)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD	Entire County											
Daily VMT (miles/day)	-11.56%	-5.88%	-0.36%	0.15%	-0.74%	1.73%	0.03%	-0.03%	-0.22%	-0.17%	0.28%	-2.24%	0.88%
1,3-Butadiene	-11.82%	-9.11%	-1.12%	0.17%	-0.99%	1.96%	0.22%	0.07%	-0.25%	-0.26%	0.30%	-3.93%	0.81%
Acetaldehyde	-11.78%	-9.09%	-1.13%	0.16%	-0.99%	1.95%	0.26%	0.08%	-0.25%	-0.27%	0.30%	-3.96%	0.79%
Acrolein	-11.79%	-9.25%	-1.17%	0.15%	-1.01%	1.98%	0.29%	0.10%	-0.26%	-0.28%	0.29%	-4.05%	0.77%
Benzene	-10.91%	-7.37%	-0.74%	0.05%	-0.82%	1.56%	0.13%	0.01%	-0.19%	-0.17%	0.27%	-2.48%	0.70%
Diesel PM	-11.79%	-8.64%	-0.94%	0.20%	-0.94%	1.99%	0.23%	0.10%	-0.28%	0.00%	0.28%	-3.44%	0.74%
Ethylbenzene	-8.58%	-6.14%	-0.65%	0.07%	-0.63%	1.01%	0.12%	0.03%	-0.11%	-0.12%	0.15%	-1.57%	0.40%
Formaldehyde	-11.78%	-9.18%	-1.15%	0.16%	-1.00%	1.96%	0.29%	0.09%	-0.26%	-0.28%	0.29%	-4.02%	0.77%
Naphthalene	-11.76%	-9.06%	-1.13%	0.14%	-0.99%	1.95%	0.27%	0.08%	-0.25%	-0.27%	0.29%	-3.96%	0.78%
Polycyclic Organic Matter	-11.59%	-8.46%	-0.99%	0.09%	-0.96%	1.84%	0.20%	0.04%	-0.24%	-0.25%	0.30%	-3.62%	0.82%

Pollutant	Scenario 10J – Percent Change from No Action Alternative (Final EA Network run, analyzed in MOVES3.1)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD	Entire County											
Daily VMT (miles/day)	-8.90%	-5.47%	-0.68%	0.15%	-0.61%	2.35%	-0.10%	0.00%	-0.59%	-0.35%	-0.06%	-2.23%	1.11%
1,3-Butadiene	-11.26%	-6.99%	-0.80%	0.33%	-0.93%	2.35%	-0.11%	0.03%	-0.59%	-0.28%	-8.33%	-5.84%	1.01%
Acetaldehyde	-6.76%	-4.80%	0.24%	0.80%	-0.33%	2.39%	-0.10%	0.03%	-0.45%	-0.25%	-6.72%	-8.19%	0.91%
Acrolein	-7.96%	-5.10%	0.24%	1.01%	-0.27%	2.09%	-0.09%	0.02%	-0.39%	-0.25%	-5.90%	-7.10%	0.90%
Benzene	-10.29%	-6.48%	-0.74%	-0.37%	-0.87%	1.72%	-0.09%	0.02%	-0.48%	-0.29%	-8.50%	-4.67%	1.04%
Diesel PM	-8.60%	-4.84%	1.09%	1.22%	0.45%	2.31%	-0.06%	0.06%	-0.23%	-0.17%	-4.43%	-4.89%	1.04%
Ethylbenzene	-6.34%	-4.80%	-0.48%	-0.02%	-0.56%	1.09%	-0.06%	0.02%	-0.29%	-0.27%	-8.62%	-5.71%	0.99%
Formaldehyde	-7.09%	-4.83%	0.12%	0.79%	-0.37%	2.20%	-0.10%	0.02%	-0.45%	-0.27%	-6.48%	-8.50%	0.93%
Naphthalene	-9.13%	-5.61%	-0.26%	0.77%	-0.56%	2.06%	-0.10%	0.02%	-0.48%	-0.28%	-6.86%	-6.99%	0.96%
Polycyclic Organic Matter	-9.43%	-5.68%	-0.24%	0.80%	-0.51%	2.07%	-0.10%	0.02%	-0.46%	-0.27%	-6.69%	-6.40%	0.99%

Note: Yellow highlights indicate an increase compared to the No Action Alternative

# AQ Mesoscale – Reevaluation Results

- Overall improvement in regional air quality
- No potential adverse effects

Final EA Table 10-7. Mesoscale Emission Burdens, CBD Tolling Alternative (Tolling Scenario A, tons/year), with Scenario 10J added

Pollutant	No Action Alternative	Final EA Scenario A	% Difference vs. No Action – Scenario A	No Action Alternative	Scenario 10J	% Difference vs. No Action – Scenario 10J
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Volatile Organic Compounds (VOC)	17,698	17,667	-0.2%	6,567	6,541	-0.4%
Nitrogen Oxides (NO <sub>x</sub> )	23,956	23,864	-0.4%	12,437	12,378	-0.5%
Carbon Monoxide (CO)	227,726	227,074	-0.3%	93,881	93,220	-0.7%
Particulate Matter (PM <sub>10</sub> )	5,884	5,828	-1.0%	2,878	2,849	-1.0%
Particulate Matter (PM <sub>2.5</sub> )	1,452	1,441	-0.7%	604	599	-0.8%
Carbon Dioxide Equivalents (CO <sub>2</sub> e)	32,445,206	32,236,481	-0.6%	17,461,889	17,360,966	-0.6%

# Reevaluation Review Timeline

**Formal schedule has FHWA review beginning 4/12/24**

## **Reevaluation Draft Part 1 – Potential to share 3/15/24**

- 1 – Intro
- 4A – Transportation
- 4B – Traffic
- 4D – Parking
- 4E – Pedestrians
- 6 – Economics
- 7, 8, 9, 13, 14, 15 – Analyses Related to Construction & Physical Infrastructure

## **Reevaluation Draft Part 2 – Potential to share 3/29/24**

- 4C – Transit
- 5 – Social Conditions
- 10 – Air Quality
- 12 – Noise
- 17 – Environmental Justice

**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

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**Subject:** RE: FHWA Re - Evaluation

**Date:** Wed, 06 Mar 2024 20:55:04 +0000

**Importance:** Normal

**Inline-Images:** image001.png; image002.png

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Allison,

We were finally able to meet with all of our AQ SMEs. We would like to use the March 12<sup>th</sup> meeting to resolve our issues (see below).

We also believe that we need to include Mark Maglienti from NYMTC. Gautam Mani will forward the invite to Mark if this is acceptable to you.

Below are our questions:

## AQ Questions

### ***Scenario A***

1. Modeling Approach: Is Scenario A part of the No Action Alternative?
2. Are you using the VMT directly from the BPM? (Our understanding is that Scenario A was built into the BPM model - for Conformity)
3. How is tolling Scenario 10J being modeled in the BPM?

### ***Post Processing***

4. Are you saying post processing is not required because Scenario A is included in the BPM?
5. What is involved with post processing?
6. Why does the Re-Eval modeling not have/need any "post processing"?

### ***Differences in transportation network for BPM Runs***

7. Explain the changes, i.e. land use and transportation network assumptions, between the 2022, 2023 and the 2024 BPM model runs to cause the drastic drop in VMT (see slide 11)? Please detail and document any assumption changes that were made to the BPM.
8. Please include the years on the table of BPM runs for the "No Action" Alternative – see slide 11.
9. From which years are you pulling modeling data? BPM 2022? BPM 2023? BPM 2024?

### ***Previous Conformity Analysis***

10. Were the VMT numbers taken directly from the previous conformity analysis? If so, which year's conformity determination?

### ***MOVES Modeling Clarification***

11. Please clarify what MOVES model NYMTC is using? 3.0 or 3.1?

12. Please clarify what MOVES model WSP is using: 3.0 or 3.1. **PageID: 9308**

## AQ – Models Used (E-mailed 02/16/24)

Topic	Location in Final EA, Chapter 10, "Air Quality"	Model(s) Used in Final EA	Modeling Approach for Reevaluation
<b>Regional Criteria Pollutant, MSAT, and GHG–</b> County Analysis	<u>Methodology</u> Section 10.1.7.1, pg 1010 <u>Environmental Consequences</u> Section 10.3.2.1, pg 1021	<ul style="list-style-type: none"> <li><b>MOVES2014b</b>(current version at time of analysis no longer being updated or supported for use)</li> <li><b>VMT from NYMTC's postprocesso</b>(in coordination with NYMTC and the ICG, a step was taken to show that the Project would be consistent with NYMTC's conformity analysis because at the time analysis the Project was not yet on the and in AQ Conformity)</li> </ul>	<ul style="list-style-type: none"> <li><b>MOVES3.1</b>(latest update to MOVES3 <a href="https://www.epa.gov/moves/moves3-updatelog">https://www.epa.gov/moves/moves3-updatelog</a>)</li> <li>VMT direct from BPM (used Final EA network, VMT postprocessing not required because the Project was added to the TIP and included in conformity in 2022)</li> </ul>
<b>Microscale –</b> Intersection screening of CO, PM <sub>2.5</sub> , and PM <sub>10</sub>	<u>Methodology</u> 10.1.7.2, pg 10-14 <u>Environmental Consequences</u> Section 10.3.2.2, pg 1042	<ul style="list-style-type: none"> <li>Screening only; no modeling required</li> </ul>	<ul style="list-style-type: none"> <li>Screening only; no modeling required</li> </ul>
<b>Highway Segments – 'PM Hot Spot Analysis'</b>	<u>Methodology</u> 10.1.7.5, pg 10-16 <u>Environmental Consequences</u> Section 10.3.2.3, pg 1046	<ul style="list-style-type: none"> <li><b>MOVES3</b>(current version at time of analysis)</li> <li><b>AERMOD version 21112</b>(current version at time of analysis no longer being updated or supported for use)</li> <li>VMT direct from BPM</li> </ul>	<ul style="list-style-type: none"> <li><b>MOVES3.1</b>(latest update to MOVES3 <a href="https://www.epa.gov/moves/moves3-updatelog">https://www.epa.gov/moves/moves3-updatelog</a>)</li> <li><b>AERMOD version 23132</b>(current version)</li> <li>VMT direct from BPM (Final EA Network)</li> </ul>



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## AQ Mesoscale – Reevaluation Results

- Overall improvement in regional air quality
- No potential adverse effects

Final EA Table 10-7. Mesoscale Emission Burdens, CBD Tolling Alternative (Tolling Scenario A, tons/year), with Scenario 10J added

Pollutant	No Action Alternative	Final EA Scenario A	% Difference vs. No Action – Scenario A	No Action Alternative	Scenario 10J	% Difference vs. No Action – Scenario 10J
Daily Vehicle Miles Traveled (miles/day)	182,736,632	182,143,856	-0.3%	146,956,932	146,387,802	-0.4%
Volatile Organic Compounds (VOC)	17,698	17,667	-0.2%	6,567	6,541	-0.4%
Nitrogen Oxides (NO <sub>x</sub> )	23,956	23,864	-0.4%	12,437	12,378	-0.5%
Carbon Monoxide (CO)	227,726	227,074	-0.3%	93,881	93,220	-0.7%
Particulate Matter (PM <sub>10</sub> )	5,884	5,828	-1.0%	2,878	2,849	-1.0%
Particulate Matter (PM <sub>2.5</sub> )	1,452	1,441	-0.7%	604	599	-0.8%
Carbon Dioxide Equivalents (CO <sub>2</sub> e)	32,445,206	32,236,481	-0.6%	17,461,889	17,360,966	-0.6%



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Thank you,

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
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-----Original Appointment-----

**From:** C. de Cerreno, Allison <allison.cdcerreno@mtahq.org>

**Sent:** Tuesday, October 10, 2023 8:45 AM

**To:** C. de Cerreno, Allison; Michaelson, Juliette; Angel, Nichola; Flax, Leah; Friman, Paul; Oliva, Louis; Biondi, Emily



(FHWA); Price, Anna (FHWA); Pavlik, Monica (FHWA); Vaughn-Parr, Sharon (FHWA); Marquis, Rick (FHWA)

**Cc:** Campbell, Armani; Houck, Ivory

**Subject:** FHWA Re - Evaluation

**When:** Tuesday, March 12, 2024 2:00 PM-3:00 PM (UTC-05:00) Eastern Time (US & Canada).

**Where:** Microsoft Teams Meeting

**Importance:** High

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Formosa, John (FHWA)" <John.Formosa@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "NY-Staff (FHWA)" <NY-Staff@dot.gov>

**Subject:** RE: Article, CBDTP

**Date:** Wed, 27 Mar 2024 16:55:38 +0000

**Importance:** Normal

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Thank you very much John.

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**From:** Formosa, John (FHWA) <John.Formosa@dot.gov>

**Sent:** Wednesday, March 27, 2024 12:35 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; NY-Staff (FHWA) <NY-Staff@dot.gov>

**Subject:** RE: Article, CBDTP

Fyi

At 12:28, the MTA Board meeting adjourned. The vote was in favor of the Congestion Pricing Tolling schedule as recommended... with a limited among of changes.

- Those changes include expansion of bus exemptions for yellow bus students and for routine scheduled commuter buses. The second area of exemption is a volume of some 5000 City vehicles working daily within the Congestion Zone and deemed to be carrying equipment and supplies vital for City functions.
- There were two Board members who voiced opposition to Congestion Pricing; these represented part of Long Island, and the West of Hudson communities.

Additional minutes of this Board Meeting will be sent after the Press Conference concludes.

---

**From:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>

**Sent:** Wednesday, March 27, 2024 11:12 AM

**To:** Pavlik, Monica (FHWA) <[Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)>; NY-Staff (FHWA) <[NY-Staff@dot.gov](mailto:NY-Staff@dot.gov)>

**Subject:** Article, CBDTP

## MTA plans final congestion pricing vote: What you need to know

Congestion pricing cameras at W. 60th St. and Broadway are pictured Friday,  
March 15, 2024 in Manhattan, New York.

By [EVAN SIMKO-BEDNARSKI](#) | New York Daily News

PUBLISHED: March 26, 2024 at 2:42 p.m. | UPDATED: March 26, 2024 at 6:12 p.m.

The MTA is expected to approve a [congestion pricing tolling plan](#) Wednesday, ahead of a June launch for the program — barring a judicial ruling favoring New Jerseyans or others who oppose the plan.

With [much back-and-forth](#) since then—Mayor Mike Bloomberg first proposed the idea of congestion pricing 14 years ago — including some last-minute tweaks announced this week — Gothamites can be forgiven if they’ve lost track of exactly how the transit authority plans to make congestion pricing work.

But the Daily News is here to help.

Under the plan before the MTA’s board, [the toll to enter Midtown and lower Manhattan will be \\$15](#) — for most motorists, in most vehicles, most of the time, as long as they have E-ZPass.

Drivers entering through an already-tolled crossing — the Holland, Lincoln, Brooklyn-Battery or Queens-Midtown tunnels — will receive a \$5 discount king the congestion toll \$10.

All drivers will receive a 75% discount off the regular toll overnight, between 9 p.m. and 5 a.m. That means that during those hours, the fee for cars will drop from \$15 down to \$3.75. But during those hours, the \$5 tunnel discount will not apply. The discounts and base tolls will scale depending on the size of the vehicle. Motorcyclists’ base toll will be \$7.50, and their tunnel-crossing credit will be \$2.50.

Small box trucks will be charged \$24, while big rigs will rack up a \$36 base fee. Drivers in vehicles without E-ZPass will be charged 50% more — \$22.50 for cars — and will not be eligible for the tunnel-crossing discount.

The MTA reserves the right to [raise the toll by 25% on days the city deems “gridlock alert days”](#) — historically high-traffic days like the winter holidays or during the United Nations General Assembly.

Transit and commuter buses — whether operated by the MTA, another public agency, or a private company — will be exempt from the toll, so long as they are open to the public and run on a regular schedule. Examples include long distance bus service like MegaBus or the Hampton Jitney, as well as smaller TLC licensed commuter vans. School buses under contract with the city’s Department of Education will also be exempt.

All other buses, be they private intercity charters or employee shuttles, will be tolled as trucks according to their size.

Specialized municipal vehicles, like garbage trucks and street sweepers, will be exempt, as will emergency vehicles. MTA officials have said they will also [exempt city-owned cars used by various city inspectors and agency officials](#) who need access to the congestion zone.

**Traffic traverses 42nd St. near Grand Central Terminal in New York City on Jan. 11, 2018.**

**Will motorists be charged every time they drive into the congestion zone?**

For most drivers, no. Under the plan, most motorists would be charged only once a day for entering the congestion zone. Cars, small vans and pickup trucks

that drive in and out of the zone several times a day — for instance, a courier making multiple delivery runs in and out of the zone — will only be charged once.

The system will reset at midnight, MTA officials said. That means drivers who enter the zone in the early morning hours — before 5 a.m. on a weekday — would be charged only the 75% discounted overnight rate that day.

But there's a big exception for larger vehicles, such as trucks and non-exempt buses, which will pay the toll at a higher rate than passenger cars. Under the plan, they will be charged each time they enter the zone.

The system will work differently for taxis, Ubers, and other for-hire vehicles. Cars with Taxi and Limousine Commission plates will pay a surcharge on every hired trip into or out of the congestion zone that will be added to customers' fares.

**If drivers will only be charged when they enter the congestion zone, why are cameras installed on roads leading out of it?**

Attentive New Yorkers have noticed congestion tolling cameras positioned above roads leading out of the zone — or even out of the city, such as at the entrance to the New Jersey-bound tube of the Holland Tunnel.

While MTA officials did originally float the idea of charging motorists for days spent within the congestion zone — and assessing that time by tracking when vehicles leave the zone — the agency has since decided to only charge tolls upon entry.

But MTA officials have told The News that outbound cameras remain necessary to track congestion pricing's overall effect on traffic patterns, a legal requirement of the program.

**Toll readers are pictured over Brooklyn-bound lanes of the Manhattan Bridge on Saturday, March 2, 2024.**

**How will the tolling system work?**

The tolling system is expected to work much like the system already in place on area bridges and tunnels. In fact, it's

been built by the same firm that set up cashless tolling for MTA bridges and tunnels, Nashville-based TransCore.

Vehicles with an E-ZPass transponder will be picked up by E-ZPass receivers on the tolling gantries, which will log the transponder's unique identifier and charge it a toll.

Drivers without E-ZPass will be tolled by mail using license plate cameras.

The camera/receiver network will also determine when not to toll someone.

**What if I'm driving through the zone to get somewhere else?**

The West Side Highway, the FDR Drive, and the Battery Park Underpass — the tunnel under the battery that links FDR Drive to the West Side Highway — are all deemed to be outside the congestion pricing zone.

A driver who rounds the horn of Manhattan on the highways from the Upper West to the Upper East sides will not be charged a congestion toll.

If you enter Manhattan at the Brooklyn-Battery Tunnel and drive directly up to the Upper East or Upper West sides north of 60th St. without leaving the highways, you also will not be charged.

The same goes for the Brooklyn Bridge — so long as a driver sticks to the off-ramp leading directly to the FDR drive.

MTA officials tell The News that the camera system will make sure that vehicles making such trips are not charged.

**How far along is the tolling system's construction?**

The \$550 million project to install TransCore's cameras throughout Manhattan is largely complete, and the system is currently undergoing a series of tests.

MTA officials have stated in court that [they expect to turn on the tolling network in mid-June](#).

**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Friman, Paul" <pfriman@mtabt.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Flax, Leah" <Leah.Flax@mtacd.org>, "Elizabeth Knauer" <eknauer@sprlaw.com>, "Mark Chertok" <mchertok@sprlaw.com>, "Timoney, Caitlin" <Caitlin.Timoney@hdrinc.com>, "Tiernan, Christine" <Christine.Tiernan@wsp.com>, "Julie Cowing" <jcowing@akrf.com>, "Doliner, Katie R." <Katie.Doliner@wsp.com>, "Schneider, Josh" <JSchneider@mtabt.org>

**Subject:** RE: Agenda Items for 04/02/24 Re-Evaluation Meeting

**Date:** Mon, 01 Apr 2024 17:42:40 +0000

**Importance:** Normal

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Stephen,

I have been looking at the AQ Tech Memo. Two weeks ago, we asked a question about the BPM model that was used for the transportation analysis and the difference of the BPM model that was used for the AQ Section. I don't see a good answer in the Tech Memo. Would you please be prepared to cover this for us?

Thank you,

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
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Lakewood, CO 80228  
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---

**From:** Crim, Stephen <stephen.crim@mtabt.org>

**Sent:** Monday, April 1, 2024 9:23 AM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Friman, Paul <pfriman@mtabt.org>; Michaelson, Juliette <JMichaelson@mtahq.org>; Flax, Leah <Leah.Flax@mtacd.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>; Timoney, Caitlin <Caitlin.Timoney@hdrinc.com>; Tiernan, Christine <Christine.Tiernan@wsp.com>; Julie Cowing <jcowing@akrf.com>; Doliner, Katie R. <Katie.Doliner@wsp.com>; Schneider, Josh <JSchneider@mtabt.org>

**Subject:** Agenda Items for 04/02/24 Re-Evaluation Meeting

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Dear Rick, Monica, and Anna:

Good morning. We are discussing agenda items for tomorrow's re-evaluation meeting, scheduled for 2pm Eastern, and we would like to know if you have any items for the agenda. Would you please share those items if you have some and just let me know if you do not have any?

With Thanks,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Friman, Paul" <pfriman@mtabt.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Elizabeth Knauer" <eknauer@sprlaw.com>, "Mark Chertok" <mchertok@sprlaw.com>, "Lewis, Michael" <Michael.Lewis@hdrinc.com>, "Timoney, Caitlin" <Caitlin.Timoney@hdrinc.com>, "Tiernan, Christine" <Christine.Tiernan@wsp.com>, "Julie Cowing" <jcowing@akrf.com>, "Doliner, Katie R." <Katie.Doliner@wsp.com>, "Houck, Ivory" <ivory.houck@mtabt.org>, "Campbell, Armani" <armani.campbell@mtabt.org>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>

**Subject:** RE: Move Tues., 04/09/24 Meeting to Mon., 04/08/24 PM?

**Date:** Fri, 05 Apr 2024 22:14:07 +0000

**Importance:** Normal

**Attachments:** 04B\_CBDTP\_Reeval\_4B\_Traffic\_DFT\_v3\_03-15-24.docx;  
04A\_CBDTP\_Reeval\_4A\_Transportation\_DFT\_v3\_03-15-24.docx;  
01\_CBDTP\_Reeval\_1\_Intro\_DFT\_v3\_03-15-24.docx;  
04D\_CBDTP\_Reeval\_4D\_Parking\_DFT\_v3\_03-15-24.docx;  
04E\_CBDTP\_Reeval\_4E\_Pedestrians\_DFT\_v3\_03-15-24.docx; CBDTP\_Reeval\_-  
\_AQ\_Tech\_Memo\_DFT\_v3\_03-27-24.docx; CBDTP\_Reeval\_-  
\_AQ\_Tech\_Memo\_DFT\_v5\_04-03-24.docx; 12\_CBDTP\_Reeval\_12\_Noise\_DFT\_v3\_03-  
22-24.docx; 17\_CBDTP\_Reeval\_17\_Environmental\_Justice\_DFT\_v3\_03-22-24.docx;  
18\_CBDTP\_Reeval\_18\_Public\_Participation\_DFT\_v3\_03-22-24.docx;  
05\_CBDTP\_Reeval\_5\_Social\_Conditions\_DFT\_v3\_03-22-24.docx;  
10\_CBDTP\_Reeval\_10\_Air\_Quality\_DFT\_v3\_03-22-24.docx;  
11\_CBDTP\_Reeval\_11\_Energy\_DFT\_v3\_03-22-24.docx;  
04C\_CBDTP\_Reeval\_4C\_Transit\_DFT\_v3\_03-22-24.docx

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Stephen,

That is fine with me. Anna won't make it. We can go over any questions you have on Anna's and my comments. Please end the meeting before 2:00 PM ET. I have a meeting that starts at 2:00 ET. Otherwise, I am free.

Please note:

I am resending the Intro section. Anna added language from the FONSI that must be included.

I am also sending the previous and current traffic white papers. I didn't have time to consolidate nor ask Cecilia and Victoria to review the new. Please address comments in both documents. Be aware of the language that Cecilia and Victoria modified in the previous white paper and make sure you use their language in the update. Their comments override any of my comments on that section.

EJ Mitigation – particularly the place based mitigation needs to be specific. We need to be clear on which neighborhoods/census tracts are receiving mitigation and the allocation of funding.

Thank you,

Monica Pavlik

DOT\_0047122



Acting South Dakota Deputy Division Administrator  
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**From:** Crim, Stephen <stephen.crim@mtabt.org>

**Sent:** Friday, April 5, 2024 11:53 AM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Robinson, Zulema <ZRobinson@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Friman, Paul <pfriman@mtabt.org>; Michaelson, Juliette <JMichaelson@mtahq.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>; Lewis, Michael <Michael.Lewis@hdrinc.com>; Timoney, Caitlin <Caitlin.Timoney@hdrinc.com>; Tiernan, Christine <Christine.Tiernan@wsp.com>; Julie Cowing <jcowing@akrf.com>; Doliner, Katie R. <Katie.Doliner@wsp.com>; Houck, Ivory <ivory.houck@mtabt.org>; Campbell, Armani <armani.campbell@mtabt.org>

**Subject:** Move Tues., 04/09/24 Meeting to Mon., 04/08/24 PM?

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Dear Rick, Monica, and Anna:

Good afternoon!

We look forward to receiving your comments on the remainder of the re-evaluation document today. We will begin reviewing your comments immediately. If we find comments where we need further guidance from you after first review, it would be great to use our meeting next week to ask questions. However, so that we can meet our Friday, 04/12/24 submission date, could we move our scheduled Tuesday, 04/09/24, 2pm Eastern meeting to sometime in the afternoon on Monday, 04/08/24?

With Thanks,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

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## 4C Transportation – Transit

Subchapter 4C of the Final EA presented the assessment of the CBD Tolling Alternative on transit operations throughout the 28-county regional study area, including capacity of transit services (line-haul capacity) and effects on operations within individual transit stations. This section evaluates the effects of the adopted toll schedule on the transit lines and stations.

### OUTCOME

The analysis demonstrates that there are no potential new adverse effects and no additional mitigation is needed. The Project Sponsors remain committed to the mitigation described in the Final EA.

**Commented [PM(1)]:** Please provide the basis for this conclusion. Per other comments on this "OUTCOME" section.

### METHODOLOGY

#### Final EA Methodology

As described in detail in the Final EA section 4C.2, "Methodology and Assumptions," the Final EA analysis of transit used screening assessments followed by qualitative and/or quantified analyses conducted in coordination with the operating agency for the potentially affected transit service, consistent with evaluation procedures recommended in New York City's *City Environmental Quality Review (CEQR) Technical Manual*.

NYC's CEQR guidelines were used for analysis of New Jersey transit services (NJ TRANSIT, PATH, and suburban buses that enter the Manhattan CBD) because NJ TRANSIT and the Port Authority of New York and New Jersey (PANYNJ) do not have an alternative guideline. In coordination with Metro-North Railroad and Long Island Rail Road, CEQR methodologies were also used to assess commuter rail lines and stations.

#### *Line-Haul*

##### Subways and Commuter Rail

1. Identified transit lines with more than 200 new peak-hour passengers in a single direction at maximum load point for the tolling scenario with the highest incremental transit ridership increase. The scenario with the highest incremental transit ridership increase for each subway and commuter rail line was used for the next steps in the analysis
2. For transit lines above the 200-passenger screening threshold, evaluated the number of new passengers per train and car in the peak-hour
3. Potential adverse effects were identified for any transit services where the Project increment would add more than 5 passengers per car and the service would operate above its guideline capacity (no

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subway or commuter rail lines exceeded this threshold in the Final EA, and there was no potential adverse effect on subways or commuter rail line-haul capacity)

### **Buses**

1. Identified bus routes with more than 50 new passengers per hour, per direction, at maximum load point for the tolling scenario with the highest incremental transit ridership increase. The scenario with the highest incremental transit ridership increase for each bus route cordon grouping was used for the next steps in the analysis
2. For bus routes above the 50-passenger threshold, evaluated the number of incremental passengers per trip and calculated the volume-to-capacity (v/c) ratio that would result with the new passengers
3. Potential adverse effects were identified for bus routes where the v/c ratio would be greater than 1.00, indicating that demand would be greater than capacity (no bus routes exceeded this threshold in the Final EA, and there was no potential adverse effects on bus line-haul capacity)

### **Stations**

1. Identified transit stations with more than 200 new passengers in the peak hour for the tolling scenario with the highest incremental transit ridership increase (excluding cross-platform transfers between trains). Because Tolling Scenario E projected the highest transit system ridership, it was selected as the tolling scenario for detailed analysis of stations requiring further analysis (except at one location in Newark, New Jersey—for both PATH and NJ TRANSIT—where Tolling Scenario C was selected for its greater station ridership increase)
2. For transit stations above the 200-passenger screening threshold, conducted qualitative analysis of station, or quantified analysis of effect on station elements (stairs, escalators, passageways, turnstiles, and fare arrays), in coordination with the station operator

## **Reevaluation Methodology**

### **Line-Haul**

1. Identified incremental passenger increases from the adopted toll schedule at maximum load points for subway, commuter rail, and bus lines
2. Identified lines with higher increment than Final EA tolling scenario analyzed at those locations
3. Using the same methodology as the Final EA, conducted analysis for lines where both:
  - Increments met CEQR screening threshold for analysis (200 new peak-hour passengers for subways and commuter rail; 50 new passengers per hour, per direction, at maximum load point for buses)
  - Increments were higher than the Final EA

If the line met the screening threshold for increased passengers, but the increase was less than that where no adverse effects were found after detailed analysis in the Final EA, then no further detailed analysis was necessary.

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March 2024

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### Stations

1. Identified incremental passenger increases from the adopted toll schedule at transit stations
2. Using the same methodology as in the Final EA, identified transit stations with more than 200 new passengers in the peak hour due to the adopted toll schedule (excluding cross-platform transfers between trains)
3. Using the same methodology as the Final EA, conducted analysis for stations where both:
  - Increments met CEQR screening threshold for analysis
  - Increments were higher than the Final EA

If the station met the screening threshold for increased passengers, but the increase was less than that where no adverse effects were found after detailed analysis in the Final EA, then no further detailed analysis was necessary.

### ANALYSIS AND FINDINGS

BPM results indicate that overall transit ridership projections with the adopted toll schedule would be comparable to those assessed in the Final EA. The adopted toll schedule would result in slightly lower subway, bus, and commuter rail boardings than analyzed in the Final EA Scenario E (the scenario with highest overall transit boardings), with the exception of boardings on Metro North Railroad, where there would be 52 additional boardings in the peak hour, system-wide, compared to the Final EA.

#### Line-Haul

Considering the effect of the adopted toll schedule on individual subway and commuter rail lines, the adopted toll schedule would result in incremental passenger volumes above the screening threshold on one commuter rail line: the Metro-North Railroad New Haven Line. On that route, the adopted toll schedule would result in 437 additional peak-hour passengers (over the No Action), in comparison to 212 new passengers evaluated in the Final EA. Overall, the increase on the New Haven Line would be equivalent to 2.6 new passengers per train car, which is lower than the CEQR threshold of five additional passengers per train car. Therefore the adopted toll schedule would not result in adverse effects on line-haul capacity on the New Haven Line.

For bus routes, the 13 New Jersey/West of Hudson bus lines (via Holland Tunnel) would see an overall 1.9 percent increase in passengers at the maximum load point with the adopted toll schedule, compared to a range of -1.4 to 1.4 percent change in passengers for the Final EA tolling scenarios. The maximum increase per-direction at the maximum load point on a single line was 8 new riders, which is lower than the CEQR threshold of 50 new riders. Therefore the adopted toll schedule would not result in adverse effects on line-haul capacity on any West of Hudson bus lines.

**Commented [PM(2)]:** It would be helpful to include a reminder of what criteria applies to this 52 boardings. Stations have a 200 passenger criteria, but the way this is worded it says system wide. What is the criteria for this?

Below we are talking about 437 additional peak hour passengers in the North Metro line. I can't seem to make sense of these numbers and their description.

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**Final EA Table 4C-6. Transit Ridership: No Action Alternative and CBD Tolling Alternative (2023 AM Peak Period) – with the Adopted Toll Schedule Added**

MODE	NO ACTION ALTERNATIVE	TOLLING SCENARIO A	TOLLING SCENARIO B	TOLLING SCENARIO C	TOLLING SCENARIO D	TOLLING SCENARIO E	TOLLING SCENARIO F	TOLLING SCENARIO G	ADOPTED TOLL SCHEDULE
<b>Subway</b>	<b>3,138,960</b>	<b>3,184,961</b>	<b>3,187,374</b>	<b>3,192,428</b>	<b>3,199,370</b>	<b>3,203,052</b>	<b>3,199,783</b>	<b>3,197,389</b>	<b>3,190,362</b>
New York City Transit	3,005,224	3,050,101	3,052,683	3,056,840	3,063,552	3,066,614	3,063,577	3,061,455	3,054,862
Port Authority Trans-Hudson (PATH)	133,736	134,860	134,691	135,588	135,818	136,438	136,206	135,934	135,500
<b>Commuter and Intercity Rail</b>	<b>454,520</b>	<b>456,755</b>	<b>457,863</b>	<b>459,632</b>	<b>461,634</b>	<b>463,108</b>	<b>462,013</b>	<b>458,867</b>	<b>459,622</b>
Long Island Rail Road	142,651	143,452	143,989	144,244	144,733	145,544	144,560	144,084	144,103
Metro-North Railroad	152,203	153,128	153,437	154,108	154,850	154,296	155,020	153,491	154,348
NJ TRANSIT	159,666	160,175	160,437	161,280	162,051	163,268	162,433	161,292	161,171
<b>Buses</b>	<b>2,689,564</b>	<b>2,718,960</b>	<b>2,717,506</b>	<b>2,724,787</b>	<b>2,724,456</b>	<b>2,727,512</b>	<b>2,726,657</b>	<b>2,718,457</b>	<b>2,721,174</b>
MTA buses	2,037,319	2,063,136	2,062,997	2,068,001	2,067,753	2,069,107	2,068,898	2,062,926	2,064,522
NJ TRANSIT	471,109	474,344	473,456	474,079	474,279	476,321	475,663	474,260	475,149
Other	181,136	181,480	181,053	182,707	182,424	182,084	182,096	181,271	181,503
<b>Other Transit</b>	<b>58,635</b>	<b>60,073</b>	<b>60,225</b>	<b>60,467</b>	<b>60,474</b>	<b>60,475</b>	<b>60,712</b>	<b>60,246</b>	<b>60,335</b>
Ferries	57,548	58,966	59,120	59,358	59,363	59,360	59,598	59,140	59,216
Tramway	1,087	1,107	1,105	1,109	1,111	1,115	1,114	1,106	1,118
<b>TOTAL</b>	<b>6,341,679</b>	<b>6,420,749</b>	<b>6,422,968</b>	<b>6,437,314</b>	<b>6,445,934</b>	<b>6,454,147</b>	<b>6,449,165</b>	<b>6,434,959</b>	<b>6,431,493</b>

Source: WSP, Best Practice Model 2023, 2021 and NYMTC Hub Bound Travel Data Report 2019

Note: Data total over a 4-hour period, defined as total boardings, which include transfers. (Because this ridership estimate includes transfers, the ridership reported is greater than MTA NYCT MetroCard data that is widely available.) The BPM includes MTA buses, NJ TRANSIT buses, smaller regional bus carriers, and private carriers. (Other smaller carriers and private carriers are included under "Other Buses.") Tramway volumes were calculated using an incremental change factor derived from Queens/Roosevelt Island sector change per each tolling scenario.

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Table XXX Line-Haul Analysis Summary

MODE – SECTOR/GROUP	TOTAL NUMBER OF LINES	NUMBER OF LINES REQUIRING FURTHER ANALYSIS		NUMBER OF LINES WITH POTENTIAL ADVERSE EFFECT	
		Final EA	Adopted Toll Schedule	Final EA	Adopted Toll Schedule
<b>Subway</b>					
Manhattan – 60th Street	11	3	0	0	0
Queens	8	4	0	0	0
Brooklyn	15	4	0	0	0
New Jersey (PATH)	4	1	0	0	0
<b>Commuter Rail</b>					
Manhattan – 60th Street	3	3	1	0	0
Queens	10	1	0	0	0
New Jersey	4	0	0	0	0
<b>Bus</b>					
Manhattan local buses	16	0	0	0	0
Bronx express buses	11	0	0	0	0
Queens local and express buses (via Ed Koch Queensboro Bridge)	3	0	0	0	0
Queens express buses (via Queens-Midtown Tunnel)	33	0	0	0	0
Brooklyn local and express buses	7	0	0	0	0
Staten Island express routes (via Brooklyn)	16	0	0	0	0
Staten Island express routes (via NJ)	5	0	0	0	0
NJ/West of Hudson buses (via Holland Tunnel)	13	0	0	0	0
NJ/West of Hudson buses (via Lincoln Tunnel)	104	0	0	0	0

### Stations

In the Final EA, the initial screening evaluation concluded that 26 commuter rail and subway stations were projected to have passenger increases of more than the screening threshold of 200 new peak-hour passengers. The Project Sponsors then consulted with the station operators, which evaluated the potential increases in the context of recent or planned station improvements, station size, and other factors. As a result of that consultation, four station complexes were evaluated qualitatively and found to have no adverse effects due to the Project:

- Grand Central Terminal (subway and commuter rail station)
- Port Authority Bus Terminal (bus and subway station)
- Penn Station New York (commuter rail and subway station)
- Fulton Transit Center (subway station)

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*Central Business District (CBD) Tolling Program Reevaluation*

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The remaining stations were evaluated quantitatively with analysis of the CBD Tolling Alternative's effects on station elements (stairs and escalators, passageways, and turnstiles / fare arrays).

In the reevaluation, the initial screening evaluation concluded that with the adopted toll schedule, three stations would have passenger increases of more than the screening threshold—i.e., more than 200 new peak-hour passengers and higher than Final EA Tolling Scenario E: Grand Central Terminal, Court Square Station, and Main Street–Flushing Station. These were evaluated using the same approach as in the Final EA: qualitative analysis for Grand Central Terminal (for which the Final EA identified no adverse effect) and quantitative analysis for Court Square and Main Street–Flushing Stations (for which the Final EA identified adverse effects).

- **Grand Central Terminal (Metro-North Railroad, No. 4, 5, 6, 7 and S subway lines):**
  - 3 percent higher passenger volume than Final EA Tolling Scenario E (18 more passengers)
  - Considering planned and under-construction capacity improvements, and the modest change as compared to the Final EA, the same conclusion of no new adverse effects was reached.
- **Main Street-Flushing station (No. 7 subway line):**
  - 10 percent higher passenger volume than Final EA Tolling Scenario E (27 more passengers)
  - The Final EA identified a potential adverse effect at street escalator 456. The Final EA's proposed mitigation of increasing the escalator speed would mitigate the adverse effect. The reevaluation analysis indicated the same potential adverse effect and the proposed mitigation remains effective. There are no new adverse effects.
- **Court Square station (No. 7, E/M, and G subway lines):**
  - 2 percent higher passenger volume than Final EA Tolling Scenario E (5 more passengers)
  - The Final EA identified a potential adverse effect at platform stair Flushing P2/P4. The Final EA's proposed mitigation – constructing a new stair from the northern end of the No. 7 platform to the street – would mitigate the potential adverse effect. The reevaluation analysis identified the same potential adverse effect and the proposed mitigation remains effective. There are no new adverse effects.

At other stations where the Final EA predicted adverse effects, the adopted toll schedule would result in lower volumes than evaluated in the Final EA in Tolling Scenario E—the Hoboken PATH Station, Union Square Station, and 42nd Street–Times Square Station.

At Hoboken Terminal, the reevaluation analysis indicated that the adopted tolling schedule would result in volumes that are 45 to 50 percent of the Final EA Tolling Scenario E increments. This would result in a stair volume of 141 and 152 incremental passengers in the AM and PM peak hours, respectively, and no potential adverse effect.

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*Central Business District (CBD) Tolling Program Reevaluation*

At the Union Square and Times Square Stations, even with lower increments under the adopted toll schedule, as compared to Tolling Scenario E analyzed in the Final EA, adverse effects may still materialize. These can be adequately addressed by the mitigation measures described in the Final EA.

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## Central Business District (CBD) Tolling Program Reevaluation

**Final EA Table 4C-26 & Table 4C-27. Transit Stations with More than 200 Projected New Passengers in the AM and PM Peak Hour (2023), Final EA Tolling Scenario E or C – with the Adopted Toll Schedule Added**

STATION NAME	OPERATOR	LINE	FINAL EA – TOLLING SCENARIO E OR C		ADOPTED TOLL SCHEDULE	
			AM Peak Net Ons/Offs	PM Peak Net Ons/Offs	AM Peak Net Ons/Offs	PM Peak Net Ons/Offs
New York-Penn Station	LIRR/NJ TRANSIT	—	1,380	1,380	680	680
New York-Grand Central Terminal	Metro-North	—	619	619	637	637
Hoboken Terminal	NJ TRANSIT	—	501	501	122	122
Hoboken Terminal (PATH)	PANYNJ	—	316	340	141	141
World Trade Center Station	PANYNJ	—	264	285	157	210
Times Sq-42 St/42 St-Port Authority Bus Terminal	NYCT	Nos. 1, 2, 3, 7, and A, C, E, N, Q, R, S, W	790	851	474	484
Grand Central-42 St	NYCT	Nos. 4, 5, 6, 7, and S	761	820	475	512
14 St-Union Square	NYCT	Nos. 4, 5, 6, and L, N, Q, R, W	585	630	450	485
Fulton St	NYCT	Nos. 2, 3, 4, 5, and A, C, J, Z	495	533	333	358
Lexington Av/59 St	NYCT	Nos. 4, 5, 6, and N, R, W	455	490	373	401
Lexington Av/53 St and 51 St	NYCT	No. 6, and E, M	395	425	285	307
42 St-Bryant Park-5 Av	NYCT	No. 7, and B, D, F, M	342	369	218	235
Broadway-Lafayette St and Bleecker St	NYCT	No. 6, and B, D, F, M	341	368	246	265
Court Square	NYCT	No. 7, and E, G, M	332	354	337	363
59 St-Columbus Circle	NYCT	No. 1, and A, B, C, D	326	351	222	239
Atlantic Av-Barclays Center	NYCT	Nos. 2, 3, 4, 5, and B, Q, D, N, R	313	338	280	301
34 St-Herald Sq	NYCT	B, D, F, M, N, Q, R, W	319	344	205	221
14 St (Sixth Av/Seventh Av)	NYCT	Nos. 1, 2, 3, and F, M, L	268	288	234	252
Flushing-Main St	NYCT	7	261	281	288	310
Broadway Junction	NYCT	Nos. 1, 2, 3, and F, M, L	245	264	222	239
Canal St	NYCT	No. 6, and N, Q, R, W, J	230	247	170	183
168 St-Washington Heights	NYCT	No. 1, and A, C	204	219	162	174

Source: WSP, Best Practice Model.

Note: All stations with free connections have aggregated volumes. Peak-hour incremental change was calculated as an average 28 percent peak-hour to peak-period ratio in the PM for NYCT subways, PATH trains, and buses; 43 percent peak-hour to peak-period ratio for Metro-North and NJ TRANSIT; and 41 percent peak-hour to peak-period ratio for LIRR. Net ons/offers include subway-to-bus, subway-to-subway, and bus-to-subway transfers and is not a direct calculation of Tolling Scenario E minus No Action Alternative incremental trips. Tolling Scenario C was used for analysis at Hoboken Terminal.

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*Final EA, Transit Table 4C-34. NYCT Station Elements Where Adverse Effects and Accompanying Project Improvements Have Been Identified (CBD Tolling Alternative, 2023 AM Peak Hour) – with Adopted Toll Schedule and Mitigation Added*

STATION	ELEMENT	NO ACTION ALTERNATIVE			FINAL EA (SCENARIO E)			ADOPTED TOLL SCHEDULE			WITH MITIGATION				IDENTIFIED IMPROVEMENT
											FINAL EA (SCENARIO E)		ADOPTED TOLL SCHEDULE		
		AM Peak-Hour Volume	V/C Ratio	Level of Service	AM Peak-Hour Volume	V/C Ratio	Level of Service	AM Peak-Hour Volume	V/C Ratio	Level of Service	V/C Ratio	Level of Service	V/C Ratio	Level of Service	
Flushing – Main Street	Escalator E456: Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	2,984	1.18	D	3,040	1.21	D	3,045	1.21	D	1.08	D	1.08	D	Increase escalator speed to 120 feet per minute.
Court Square	Stair P2/P4: Stair between paid zone and Manhattan-bound No. 7 train	3,825	1.84	F	3,955	1.90	F	3,947	1.90	F	1.56	E	1.56	E	Construct new stair from the northern end of No. 7 platform to the street.

Note: Highlighted columns show with-mitigation service levels, these were not included in Table 4C-35 in the Final EA

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Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL SCHEDULE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
4C – Transportation: Transit	Transit Systems	The Project would generate a dedicated revenue source for investment in the transit system. Transit ridership would increase by 1 to 2 percent systemwide for travel to and from the Manhattan CBD, because some people would shift to transit rather than driving. Increases in transit ridership would not result in adverse effects on line-haul capacity on any transit routes.	New York City Transit	% Increase or decrease in total AM peak period boardings systemwide	1.5%	1.6%	1.7%	1.9%	2.0%	1.9%	1.8%	No	No mitigation needed. No adverse effects	1.7%	No	No mitigation needed. No adverse effects
			PATH		0.8%	0.7%	1.4%	1.6%	2.0%	1.8%	1.6%			1.3%		
			Long Island Rail Road		0.6%	0.9%	1.1%	1.5%	2.0%	1.3%	1.0%			1.0%		
			Metro-North Railroad		0.6%	0.8%	1.3%	1.7%	1.4%	1.9%	0.8%			1.4%		
			NJ TRANSIT commuter rail		0.3%	0.5%	1.0%	1.5%	2.3%	1.7%	1.0%			0.9%		
			MTA/NYCT Buses		1.3%	1.3%	1.5%	1.5%	1.6%	1.6%	1.2%			1.3%		
			NJ TRANSIT Bus		0.7%	0.5%	0.6%	0.7%	1.1%	1.0%	0.7%			0.9%		
			Other buses (suburban and private operators)		0.2%	0.0%	0.9%	0.7%	0.5%	0.5%	0.1%			0.2%		
			Ferries (Staten Island Ferry, NYC Ferry, NY Waterway, Seastreak)		2.5%	2.7%	3.1%	3.2%	3.1%	3.6%	2.7%			2.9%		
			Roosevelt Island Tram		1.8%	1.7%	2.0%	2.2%	2.6%	2.5%	1.7%			2.9%		
	Bus System Effects	Decreases in traffic volumes within the Manhattan CBD and near the 60th Street boundary of the Manhattan CBD would reduce the roadway congestion that adversely affects bus operations, facilitating more reliable, faster bus trips.	Manhattan local buses	% Increase or decrease at maximum passenger load point	0.5%	0.5%	0.7%	1.1%	1.2%	0.9%	0.7%	No	No mitigation needed. No adverse effects	0.5%	No	No mitigation needed. No adverse effects
			Bronx express buses		-1.6%	2.0%	2.2%	-0.5%	2.0%	1.5%	-2.5%			0.6%		
			Queens local and express buses (via Ed Koch Queensboro Bridge)		2.2%	2.0%	2.3%	2.3%	2.5%	2.8%	2.0%			2.2%		
			Queens express buses (via Queens-Midtown Tunnel)		0.3%	0.2%	0.4%	0.8%	1.1%	0.8%	0.6%			0.5%		
			Brooklyn local and express buses		0.8%	1.0%	0.6%	0.7%	0.7%	0.8%	2.6%			0.5%		
			Staten Island express routes (via Brooklyn)		4.0%	4.5%	4.4%	3.8%	3.9%	3.7%	3.5%			3.9%		
			Staten Island express routes (via NJ)		1.0%	1.9%	2.3%	2.8%	1.8%	1.8%	2.4%			1.3%		
			NJ/West of Hudson buses (via Holland Tunnel)		-1.4%	-0.9%	-0.3%	1.4%	-0.9%	-0.6%	-1.4%			1.9%*		
			NJ/West of Hudson buses (via Lincoln Tunnel)		0.4%	0.6%	0.4%	0.6%	1.5%	1.1%	0.6%			0.8%		

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Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL SCHEDULE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
4C – Transportation: Transit (Cont’d)	Transit Elements	<p>Increased ridership would affect passenger flows with the potential for adverse effects at certain vertical circulation elements (i.e., stairs and escalators) in five transit stations:</p> <ul style="list-style-type: none"><li>Hoboken Terminal, Hoboken, NJ PATH station</li><li>Times Sq-42 St/42 St-Port Authority Bus Terminal subway station in the Manhattan CBD (N, Q, R, W, and S; Nos. 1, 2, 3, and 7; and A, C, E lines)</li><li>Flushing-Main St subway station, Queens (No. 7 line)</li><li>14th Street-Union Square subway station in the Manhattan CBD (Nos. 4, 5, and 6; and L, N, Q, R, W lines)</li><li>Court Square subway station, Queens (No. 7 and E, G, M lines)</li></ul>	Hoboken Terminal–PATH station (NJ) Stair 01/02	Net passenger increases or at stair in the peak hour	45	72	122	164	240	205	139	Yes	<b>Mitigation needed for Tolling Scenarios E and F.</b> TBTA will coordinate with NJ TRANSIT and PANYNJ to monitor pedestrian volumes on Stair 01/02 one month prior to commencing tolling operations to establish a baseline, and two months after Project operations begin. If a comparison of Stair 01/02 passenger volumes before and after implementation shows an incremental change that is greater than or equal to 205, then TBTA will coordinate with NJ TRANSIT and PANYNJ to implement improved signage and wayfinding to divert some people from Stair 01/02, and supplemental personnel if needed.	140	No	<b>No mitigation needed.</b> TBTA is maintaining its commitment to implement the mitigation measures identified in the Final EA as an enhancement
			42 St-Times Square–subway station (Manhattan) Stair ML6/ML8 connecting mezzanine to uptown 1/2/3 lines subway platform	Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period	63%	59%	68%	82%	100%	82%	56%	Yes	<b>Mitigation needed.</b> TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, TBTA will coordinate with MTA NYCT to remove the center handrail and standardize the riser, so that the stair meets code without the hand rail. The threshold will be set to allow for sufficient time to implement the mitigation so that the adverse effect does not occur.	60%	Yes	<b>No additional mitigation needed.</b> TBTA will coordinate with MTA NYCT to implement the mitigation commitments of the Final EA
			Flushing-Main St subway station (Queens)–Escalator E456 connecting street to mezzanine level	Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period	116%	91%	108%	116%	100%	133%	72%	Yes	<b>Mitigation needed.</b> TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, MTA NYCT will increase the speed from 100 feet per minute (fpm) to 120 fpm.	110%	Yes	<b>No additional mitigation needed.</b> TBTA will coordinate with MTA NYCT to implement the mitigation commitments of the Final EA.
			Union Sq subway station (Manhattan)–Escalator E219 connecting the L subway line platform to the Nos. 4/5/6 line mezzanine	Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period	63%	82%	87%	102%	100%	95%	61%	Yes	<b>Mitigation needed.</b> TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, MTA NYCT will increase the escalator speed from 100 fpm to 120 fpm.	77%	Yes	<b>No additional mitigation needed.</b> TBTA will coordinate with MTA NYCT to implement the mitigation commitments of the Final EA.
			Court Sq subway station (Queens)–Stair P2/P4 to Manhattan-bound No. 7 line	Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period	98%	90%	102%	104%	100%	117%	97%	Yes	<b>Mitigation needed.</b> TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, TBTA will coordinate with MTA NYCT to construct a new stair from the northern end of the No. 7 platform to the street. The threshold will be set to allow for sufficient time to implement the mitigation so that the adverse effect does not occur.	102%	Yes	<b>No additional mitigation needed.</b> TBTA will coordinate with MTA NYCT to implement the mitigation commitments of the Final EA

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## 5 Social Conditions: Population Characteristics and Community Cohesion (EA Subchapter 5A), Neighborhood Character (EA Subchapter 5B), and Public Policy (EA Subchapter 5C)

Chapter 5 of the Final EA encompassed three subchapters (Subchapters 5A, 5B, and 5C) that together presented an assessment of the potential effects of implementing the CBD Tolling Alternative on social conditions, which included population characteristics and community cohesion (incorporating consideration of community facilities and services, access to employment, and effects on vulnerable social groups), neighborhood character, and public policy. This section reevaluates the effects of the adopted toll schedule on those conditions.

### OUTCOME

The analysis demonstrates that the effects of the adopted toll schedule would be within the range evaluated in the Final EA. No new adverse effects would occur and no new mitigation would be required.

### METHODOLOGY

#### Final EA Methodology

The Final EA considered the range of issues that together constitute social conditions, consistent with FHWA guidance documents. Information on population characteristics was largely based on the U.S. Census Bureau's 2015–2019 American Community Survey (ACS) 5-Year Estimates. BPM results were used to evaluate the Project's effects on those characteristics. The methodologies used are described in further detail in the Final EA in Subchapter 5A, "Population Characteristics and Community Cohesion," Section 5A.2, "Methodology" starting on page 5A-1 and Subchapter 5B, "Neighborhood Character," Section 5B.2.1, "Methodology" starting on page 5B-1.

#### Reevaluation Methodology

The same methodology was used for reevaluation of the adopted toll schedule. BPM output for the adopted toll schedule was compared to the results evaluated in the Final EA to determine potential changes in conclusions related to social conditions.

**Commented [PA(1):** Please describe the steps in the analysis that led you to the conclusions. Please also include the data/basis that supports your conclusions. The steps in the analysis are not the methodology of the analysis. It's the description of the steps in the analysis that led to the conclusion. We estimate this to be a paragraph.

Example (General) - we ran the numbers through the methodology and compared it to the results of the analyses in the Final EA. The results of 10J were XXX. The results XXX were in the parameters of S and T as presented in the Final EA. Therefore, this demonstrates that there were no additional effects/effects were in the range described in the Final EA...

**Commented [PA(2):** Was 10J modeled in the BPM?

## ANALYSIS AND FINDINGS

The Final EA concluded that the congestion reductions resulting from the CBD Tolling Alternative would positively affect community connections and access to employment, education, healthcare, and recreation for residents. Based on an analysis of BPM results, it also concluded the following:

- The predicted changes in travel patterns would not adversely affect community cohesion.
- The Project would not result in the potential for indirect (involuntary) residential displacement.
- While the Project would increase costs for community service providers that operate vehicles into and out of the Manhattan CBD and for people who travel by vehicle to community facilities and services in the Manhattan CBD or from the CBD, given the wide range of travel options other than driving, the cost for users to drive to community facilities and services would not constitute an adverse effect on community facilities and services.
- The Project would not adversely affect vulnerable social groups, including elderly populations, persons with disabilities, transit-dependent populations, and non-driver populations.
- The changes in traffic patterns on local streets would not change the defining elements of the neighborhood character of the Manhattan CBD.
- The Project would be consistent with regional transportation plans and other public policies.

With the adopted toll schedule, automobile toll rates are within the range evaluated in the Final EA and the effects on travel patterns (e.g., the change in total daily journeys to the Manhattan CBD and the change in non-work-related journeys such as travel for school, shopping, medical care, or entertainment purposes) would be within the range evaluated in the Final EA. The adopted toll schedule includes a low-income discount plan, consistent with the commitments of the Final EA. In addition, the adopted toll schedule includes two plans that would enable individuals with disabilities and organizations that transport such individuals to apply for an exemption from the CBD toll: an Individual Disability Exemption Plan and an Organization Disability Exemption Plan. Therefore the conclusions of the Final EA remain the same.

**Table XX. Change in Total Daily Journeys To, Within, and From the Manhattan CBD – Final EA and Adopted Toll Schedule\***

PARAMETER	FINAL EA TOLLING SCENARIOS							ADOPTED TOLL SCHEDULE
	A	B	C	D	E	F	G	
Auto toll rates – peak	\$9	\$10	\$14	\$19	\$23	\$23	\$12	\$15
Auto toll rates – off-peak	\$7	\$8	\$11	\$14	\$17	\$17	\$9	\$3.75
Auto toll rates – overnight	\$5	\$5	\$7	\$10	\$12	\$12	\$7	
Low-income discount plan	25% discount**							50% discount**
Change in total daily journeys to, within, and from the Manhattan CBD	+305 (+0.01%)	+2,993 (+0.10%)	+3,147 (+0.11%)	-1,886 (-0.07%)	-660 (-0.02%)	+1,424 (+0.05%)	+1,141 (+0.04%)	+846 (+0.03%)

\* See Final EA Table 5A-3, pg. 5A-23

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**Commented [PM(3)]:** The BPM gives traffic demand information. What is the basis for determining the following conclusions? Certainly, it does not come directly out of the BPM model.

The first bullet, makes the connection with the BPM model and travel pattern changes. However, what is it about these travel pattern changes that leads us to an adverse effect. For example, is it because there is only a minor (how much?) amount of vehicles changing and the majority of these connections are based on the transit system?

Please answer the question - why for each bullet. Include the basis of the conclusion.

I understand that most of this information is in the table, but if you're going to summarize the conclusions, please include the basis of that conclusion. A summary sentence or two is fine.

**Commented [PM(4)]:** Is this transit and vehicle journeys?



Central Business District (CBD) Tolling Program Reevaluation

\*\* The Final EA committed to a Low-Income Discount Plan with a 25% discount on the peak toll rate after the first 10 trips each month (resulting in a discounted base auto toll rate of \$7 - \$17). The adopted toll schedule has a 50% discount on the peak toll rate after the first 10 trips each month (resulting in a discounted base auto toll rate of \$7.50).

Table XX. Predicted Changes in Non-Work Journeys in Final EA and Adopted Toll Schedule (2023)\*

PARAMETER	FINAL EA TOLLING SCENARIOS							ADOPTED TOLL SCHEDULE
	A	B	C	D	E	F	G	
Change in non-work-related journeys to, within, and from the Manhattan CBD vs. No Action Alternative	-803 (-0.2%)	+2,124 (+0.2%)	+364 (+0.04%)	-3,726 (-0.4%)	-2,660 (-0.3%)	+570 (+0.1%)	-368 (-0.04%)	+836 (+0.1%)

\* See Final EA Table 5A-5, pg. 5A-25

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Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL SCHEDULE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
5A – Social Conditions: Population	Benefits	Benefits in and near the Manhattan CBD	28-county study area	Narrative	Benefits in and near the Manhattan CBD related to travel-time savings, improved travel-time reliability, reduced vehicle operating costs, improved safety, reduced air pollutant emissions, and predictable funding source for transit improvements. This would positively affect community connections and access to employment, education, healthcare, and recreation for residents.							No	No mitigation needed. Beneficial effects	Same as Final EA	No	No mitigation needed. Beneficial effects
	Community Cohesion	Changes to travel patterns, including increased use of transit, resulting from new toll	28-county study area	Narrative	Changes to travel patterns, including increased use of transit, as a result of the Project would not adversely affect community cohesion or make it more difficult for people to connect with others in their community, given the extensive transit network connecting to the Manhattan CBD and the small change in trips predicted.							No	No mitigation needed. No adverse effects (see “Environmental Justice” for mitigation related to increased costs for low-income drivers).	Same as Final EA	No	No mitigation needed. Beneficial effects
	Indirect Displacement	No notable changes in socioeconomic conditions or cost of living so as to induce potential involuntary displacement of residents	Manhattan CBD	Narrative	The Project would not result in the potential for indirect (involuntary) residential displacement. It would not result in substantial changes to market conditions so as to lead to changes in housing prices, given that real estate values in the Manhattan CBD are already high and the many factors that affect each household’s decisions about where to live. In addition, low-income residents of the CBD would not experience a notable increase in the cost of living as a result of the Project because of the lack of change in housing costs, the many housing units protected through New York’s rent-control, rent-stabilization, and other similar programs, the tax credit available to CBD residents with incomes of up to \$60,000, and the conclusion that the cost of goods would not increase as a result of the Project (see “Economic Conditions”).							No	No mitigation needed. No adverse effects	Same as Final EA	No	No mitigation needed. No adverse effects
	Community Facilities and Services	Increased cost for community facilities and service providers in the Manhattan CBD, their employees who drive, and clientele who drive from outside the CBD	Manhattan CBD	Narrative	The Project would increase costs for community service providers that operate vehicles into and out of the Manhattan CBD and for people who travel by vehicle to community facilities and services in the Manhattan CBD, as well as residents of the CBD and employees of community facilities who use vehicles to travel to community facilities outside the CBD. Given the wide range of travel options other than driving, the cost for users to drive to community facilities and services would not constitute an adverse effect on community facilities and services.							No	No mitigation needed. No adverse effects	Same as Final EA	No	No mitigation needed. No adverse effects
	Effects on Vulnerable Social Groups	Benefits to vulnerable social groups from new funding for MTA Capital Program	28-county study area	Narrative	The Project would benefit certain vulnerable social groups, including elderly populations, persons with disabilities, transit-dependent populations, and non-driver populations by creating a funding source for the MTA 2020–2024 Capital Program (and subsequent capital programs and by reducing congestion in the Manhattan CBD). Elderly individuals would benefit from the travel-time and reliability improvements to bus service with the CBD Tolling Alternative, as bus passengers tend to be older than riders on other forms of transit, such as the subway and, as described above, bus passengers in the Manhattan CBD would benefit from travel-time savings due to the decrease in congestion. People over the age of 65 with a qualifying disability receive a reduced fare on MTA subways and buses, and elderly individuals with a qualifying disability can also receive MTA’s paratransit service, including taxis and FHV’s operating on behalf of MTA to transport paratransit users. Elderly people with disabilities and low-income individuals who drive to the Manhattan CBD would be entitled to the same mitigation and enhancements proposed for low-income and disabled populations, in general. Other elderly individuals who drive to the Manhattan CBD would pay the toll.							No	No mitigation needed. No adverse effects	Same as Final EA	No	No mitigation needed. No adverse effects
	Access to Employment	Increased cost for small number of people who drive to work	28-county study area	Narrative	Decrease in work trips by driving modes to and within the Manhattan CBD, with an offsetting increase in transit ridership. Those who drive despite the CBD toll would do so based on the need or convenience of driving and would benefit from the reduced congestion in the Manhattan CBD. Negligible effect (less than 0.1%) on travel to employment within the Manhattan CBD and reverse-commuting from the CBD due to the wide range of transit options available and the small number of commuters who drive today.							No	No mitigation needed. No adverse effects	Same as Final EA	No	No mitigation needed. No adverse effects

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Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL SCHEDULE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
5B – Social Conditions: Neighborhood Character	Neighborhood character	No notable change in neighborhood character	Manhattan CBD	Narrative	The changes in traffic patterns on local streets would not change the defining elements of the neighborhood character of the Manhattan CBD.							No	No mitigation needed. No adverse effects	Same as Final EA	No	No mitigation needed. No adverse effects
			Area near 60th Street Manhattan CBD boundary	Narrative	Changes in parking demand near the 60th Street CBD boundary (including increases just north of 60th Street and decreases just to the south) would not create a climate of disinvestment that could lead to adverse effects on neighborhood character nor alter the defining elements of the neighborhood character of this area.							No	No mitigation needed. No adverse effects	Same as Final EA	No	No mitigation needed. No adverse effects
5C – Social Conditions: Public Policy	Public policy	No effect	28-county study area	Narrative	The Project would be consistent with regional transportation plans and other public policies in place for the regional study area and the Manhattan CBD.							No	No mitigation needed. No adverse effects	Same as Final EA	No	No mitigation needed. No adverse effects

## 10 Air Quality

Chapter 10 of the Final EA presented the assessment of the CBD Tolling Alternative's effects on air quality, air pollution, and greenhouse gas (GHG) emissions. The Final EA evaluated regional criteria pollutant, mobile source air toxic (MSAT) and GHG emissions, as well as potential effects at local intersections and highway segments. This section compares the same air quality effects of the adopted toll schedule to those predicted in the Final EA.

### OUTCOME

The analysis demonstrates that there are no potential adverse effects related to air quality and no additional mitigation is needed. The Project Sponsors remain committed to the enhancement measures described in the Final EA.

### METHODOLOGY

#### Final EA Methodology

##### Regional Analysis

1. Mesoscale analyses of criteria air pollutants, MSATs, and GHGs were conducted for a 12-county study area (see Final EA page 10-11). It included the 10-county area under the purview of the New York Metropolitan Transportation Council (NYMTC), which is the Metropolitan Planning Organization (MPO) for New York City, as well as the two counties in New Jersey with the greatest potential changes in VMT due to the Project (greatest increase and decrease). No Connecticut counties were analyzed because they were predicted to see decreases in VMT. The 12-county study area included the following:
  - New York City – Bronx, Kings (Brooklyn), New York (Manhattan), Queens, Richmond (Staten Island)
  - Long Island – Nassau, Suffolk
  - New York North of New York City – Putnam, Rockland, Westchester
  - New Jersey – Bergen, Hudson
2. The current U.S. Environmental Protection Agency (USEPA) emissions model at the time the regional analysis was prepared, MOVES2014b, was used to estimate the mobile source emission factors for the mesoscale, MSAT, and GHG analyses
3. Final EA Tolling Scenario A was analyzed, because it had the smallest reduction of VMT compared to the No Action Alternative and would therefore have the lowest beneficial effect on regional air quality

**Commented [PA(1)]:** Please describe the steps in the analysis that led you to the conclusions. Please also include the data/basis that supports your conclusions. The steps in the analysis are not the methodology of the analysis. It's the description of the steps in the analysis that led to the conclusion. We estimate this to be a paragraph.  
Example (General) - we ran the numbers through the methodology and compared it to the results of the analyses in the Final EA. The results of 10J were XXX. The results XXX were in the parameters of S and T as presented in the Final EA. Therefore, this demonstrates that there were no additional effects/effects were in the range described in the Final EA...

**Commented [MG(2)]:** This should state "at the time the regional analysis for the EA was begun" for better clarity.

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4. For the No Action Alternative and Tolling Scenario A, MOVES was run using post-processed VMT<sup>1</sup>, speeds, and vehicle mix, as well as the latest site-specific input data from NYSDEC and the North Jersey Transportation Planning Authority (NJTPA), which is the MPO for the New Jersey counties in the study area

#### Microscale Analysis

1. Identified the intersections for analysis from the traffic analysis presented in Final EA Chapter 4B. This included 102 intersections in a total of 15 different study areas
2. Conducted screening analysis for pollutants of concern on a localized (microscale) level: CO, PM<sub>2.5</sub>, and PM<sub>10</sub>. The screening was conducted using the criteria from NYSDOT's *The Environmental Manual* (TEM), Chapter 1.1 and USEPA guidance (see the Final EA, Chapter 10, Sections 10.1.7.3 and 10.1.7.4) (see Final EA Sections 10.1.7.2 and 10.1.7.3)
3. All 102 intersections passed the screening analysis, and no detailed air quality analysis (modeling) was necessary

#### Highway Link Analysis

1. Identified highway link locations and tolling scenario for analysis, based on the following:
  - Location with highest total Annual Average Daily Traffic (AADT) in any tolling scenario
  - Location of community concern, in worst-case scenario
  - Location with highest truck increase in any tolling scenario
2. Conducted modeling of particulate matter (PM) using the regional model current at the time of the highway link analysis, USEPA's MOVES3 and AERMOD models

#### Reevaluation Methodology

##### Regional Analysis

1. The analysis was conducted for the same 12-county study area as in the Final EA.
2. USEPA's current emission model, MOVES3.1, was used to estimate the mobile source emission factors for the mesoscale, MSAT, and GHG analyses in the reevaluation.
3. For the No Action Alternative and the final toll schedule, MOVES was run using VMT (direct output from the BPM), speeds, vehicle mix, as well as the latest site-specific input data from NYSDEC and NJTPA.

**Commented [PA(3)]:** What version of MOVES?

**Commented [PA(4)]:** What year was the BPM data from? 2022? 2023? 2024? Is the "final toll schedule" = 10J?

<sup>1</sup> The NYMTC Post Processor software was used for the 10-county NYMTC area. Information on post-processing adjustments can be found in NYMTC's Final Adopted 2023 Conformity Determination, pg. 23, at: <https://www.nymtc.org/en-us/Required-Planning-Products/Transportation-Conformity/Transportation-Conformity-Determination-Documents-adopted>.

**Microscale Analysis**

1. Using information from the traffic analysis reevaluation on incremental traffic from the adopted toll schedule at the 102 intersections, conducted screening analysis using the same methodology as the Final EA
2. As in the Final EA, all 102 intersections passed the screening analysis, and no detailed air quality analysis (modeling) was necessary

**Commented [PM(5)]:** It seems like the traffic analysis (at the 102 locations) used different traffic than the AQ analysis. What traffic data was used and was it post processed?

**Highway Link Analysis**

1. Determined if locations for reevaluation remain the same as in the Final EA, based on the same factors:
  - Highest total AADT (based on BPM results for adopted toll schedule)
  - Community concern
  - Highest truck increase (based on BPM results for adopted toll schedule)
2. For the locations evaluated in the Final EA, reviewed whether the applicable criteria (i.e., AADT or truck increments) with the adopted toll schedule are higher than those analyzed in the Final EA
3. For any locations identified in step one that are different than those studied in the Final EA, or any Final EA locations where the increase in traffic was greater than that analyzed in the EA, conducted modeling of PM using EPA's MOVES3.1 and AERMOD models

**Commented [PM(6)]:** If the BPM for the adopted toll schedule was not post processed, how was this used and compared to the Final EA for the total AADT?

The modeling approach for the reevaluation and models used for the Final EA are summarized in Table X.X below.

Table XX. Summary of Models Used for Final EA and Reevaluation Methodology

TOPIC	LOCATION IN FINAL EA, CHAPTER 10, "AIR QUALITY"	MODEL(S) USED IN FINAL EA	MODELING APPROACH FOR REEVALUATION
Regional Analysis	<u>Methodology</u> – Section 10.1.7.1, page 10-10 <u>Environmental Consequences</u> – Section 10.3.2.1, page 10-21	<ul style="list-style-type: none"> <li>MOVES2014b (current version at time of analysis – no longer being updated or supported for use)</li> <li>VMT from NYMTC's post-processor (in coordination with NYMTC and the ICG, this step was taken to show that the Project would be consistent with NYMTC's conformity analysis because at the time of analysis the Project was not yet on the Transportation Improvement Plan (TIP))</li> </ul>	<ul style="list-style-type: none"> <li>MOVES3.1 (latest update to MOVES3 - <a href="https://www.epa.gov/moves/moves3-update-log">https://www.epa.gov/moves/moves3-update-log</a>)</li> <li>VMT direct from BPM (used Final EA network, VMT post-processing not required because the Project was added to the TIP and included in NYMTC conformity determination in 2022)</li> </ul>
Microscale Analysis	<u>Methodology</u> – 10.1.7.2, page 10-14 <u>Environmental Consequences</u> – Section 10.3.2.2, page 10-42	<ul style="list-style-type: none"> <li>Screening only; no modeling required</li> </ul>	<ul style="list-style-type: none"> <li>Screening only; no modeling required</li> </ul>
Highway Link Analysis	<u>Methodology</u> – 10.1.7.5, page 10-16 <u>Environmental Consequences</u> – Section 10.3.2.3, page 10-46	<ul style="list-style-type: none"> <li>MOVES3 (current version at time of analysis)</li> <li>AERMOD version 21112 (current version at time of analysis – no longer being updated or supported for use)</li> <li>VMT direct from BPM</li> </ul>	<ul style="list-style-type: none"> <li>MOVES3.1 (latest update to MOVES3 - <a href="https://www.epa.gov/moves/moves3-update-log">https://www.epa.gov/moves/moves3-update-log</a>)</li> <li>AERMOD version 23132 (current version)</li> <li>VMT direct from BPM (Final EA Network)</li> </ul>

## ANALYSIS AND FINDINGS

### Regional

In the Final EA, the regional analysis concluded that the CBD Tolling Alternative would benefit regional air quality by reducing criteria pollutants, MSATs, and GHG overall in the 12-county study area.

For the reevaluation, the regional analysis also concluded that the adopted toll schedule would benefit regional air quality by reducing criteria pollutants, MSATs, and GHG overall in the 12-county study area.

**Commented [MG(7)]:** Does this section need to note that the project is included in NYMTC's most recent conformity determination, approved by FHWA/FTA on January 5, 2024?

**Commented [MG(8R7)]:** It should be clearly stated that the project has not been deleted from NYMTC's regional emissions analysis and conformity determination between the Final EA and the re-eval. The project continues to be included in the MPO's regional emissions analysis.

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## Central Business District (CBD) Tolling Program Reevaluation

**Final EA Table 10-7. Mesoscale Emission Burdens, CBD Tolling Alternative (Tolling Scenario A, tons/year) – With the Adopted Toll Schedule (2023)**

POLLUTANT	FINAL EA			ADOPTED TOLL SCHEDULE		
	No Action Alternative	CBD Tolling Alternative (Tolling Scenario A)	% Difference	No Action Alternative	Adopted Toll Schedule	% Difference
Daily Vehicle-Miles Traveled (miles/day) – BPM Output for 12-County Study Area	146,956,932	146,556,877	-0.3%	146,956,932	146,387,802	-0.4%
Daily Vehicle-Miles Traveled (miles/day) – Post Processed for 12-County Study Area	182,736,632	182,143,856	-0.3%	N/A	N/A	N/A
Volatile Organic Compounds (VOC)	17,698	17,667	-0.2%	6,567	6,541	-0.4%
Nitrogen Oxides (NO <sub>x</sub> )	23,956	23,864	-0.4%	12,437	12,378	-0.5%
Carbon Monoxide (CO)	227,726	227,074	-0.3%	93,881	93,220	-0.7%
Particulate Matter (PM <sub>10</sub> )	5,884	5,828	-1.0%	2,878	2,849	-1.0%
Particulate Matter (PM <sub>2.5</sub> )	1,452	1,441	-0.7%	604	599	-0.8%
Carbon Dioxide Equivalents (CO <sub>2</sub> e)	32,445,206	32,236,481	-0.6%	17,461,889	17,360,966	-0.6%

Note: For the Final EA, post processed vehicle-miles traveled were used for analysis. They were generated off of the NYMTC Best Practice Model (BPM) outputs using the NYMTC Post Processor software. They are higher than the NYMTC BPM outputs due to a series of seasonal adjustments. NYMTC's Transportation Conformity Determination includes details on these adjustments: <https://www.nymtc.org/Required-Planning-Products/Transportation-Conformity/Transportation-Conformity-Determination-Documents-adopted>. Post processing is conducted in accordance with NYMTC's procedures to generate maximum potential worst-case conditions for TIP conformity analyses only when a Project has not yet been included in the conformity analysis of an adopted TIP – as was the case at the time mesoscale analysis was conducted for the Final EA. Post processing was not conducted for the adopted toll schedule in the Reevaluation, as the Project is now part of the TIP for which NYMTC's 2022 conformity analysis was completed.

**Commented [MG(9)]:** Can you confirm that the seasonal adjustments for the Post Processor outlined in NYMTC's 2023 Conformity Determination linked here are the same ones in the Post Processor at the time the EA mesoscale analysis began?

**Commented [MG(10)]:** It is more accurate and proper to say "at the time the mesoscale analysis was begun for the Final EA." At the time the FONSI was signed, the project was in NYMTC's TIP and conformity determination, so phrasing it this way avoids confusion.

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**Final EA Table 10-8. Mesoscale Emission Burden Percentage Changes by County, CBD Tolling Alternative (Tolling Scenario A, Analysis Year 2023) – With the Adopted Toll Schedule Below**

POLLUTANT	FINAL EA TOLLING SCENARIO A – PERCENT CHANGE FROM NO ACTION ALTERNATIVE (FINAL EA NETWORK RUN POST-PROCESSED, ANALYZED IN MOVES2014B)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD Only	Entire County											
Daily Vehicle-Miles Traveled	-11.56%	-5.88%	-0.36%	0.15%	-0.74%	1.73%	0.03%	-0.03%	-0.22%	-0.17%	0.28%	-2.24%	0.88%
Volatile Organic Compounds (VOC)	-4.96%	-3.29%	-0.32%	0.03%	-0.32%	0.44%	0.05%	0.02%	0.21%	-0.05%	-0.03%	-0.66%	0.20%
Nitrogen Oxides (NO <sub>x</sub> )	-9.54%	-5.96%	-0.56%	0.09%	-0.68%	1.26%	0.09%	0.00%	-0.25%	-0.12%	0.37%	-1.85%	0.63%
Carbon Monoxide (CO)	-7.58%	-4.58%	-0.37%	0.02%	-0.51%	0.89%	0.03%	-0.03%	-0.13%	-0.05%	0.00%	-1.02%	0.49%
Particulate Matter (PM <sub>10</sub> )	-12.16%	-9.75%	-1.23%	0.30%	-1.00%	2.12%	0.19%	0.11%	-0.32%	-0.36%	0.31%	-3.86%	0.74%
Particulate Matter (PM <sub>2.5</sub> )	-11.37%	-8.52%	-0.99%	0.20%	-0.90%	1.80%	0.14%	0.06%	-0.23%	-0.25%	0.26%	-3.00%	0.69%
Carbon Dioxide Equivalents (CO <sub>2</sub> e)	-11.48%	-7.92%	-0.84%	0.15%	-0.88%	1.76%	0.15%	0.03%	-0.40%	-0.23%	0.17%	-3.03%	0.80%

Source: WSP, 2022.

POLLUTANT	ADOPTED TOLL SCHEDULE – PERCENT CHANGE FROM NO ACTION ALTERNATIVE (FINAL EA NETWORK RUN, ANALYZED IN MOVES3.1)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD Only	Entire County											
Daily Vehicle-Miles Traveled	-8.90%	-5.47%	-0.68%	0.15%	-0.61%	2.35%	-0.10%	0.00%	-0.59%	-0.35%	-0.06%	-2.23%	1.11%
Volatile Organic Compounds (VOC)	-5.44%	-4.27%	-0.36%	-1.11%	-0.45%	0.94%	-0.05%	0.01%	-0.25%	-0.06%	0.02%	-2.08%	0.45%
Nitrogen Oxides (NO <sub>x</sub> )	-7.41%	-4.85%	0.67%	1.48%	0.03%	2.47%	-0.09%	0.02%	-0.31%	-0.21%	-0.05%	-4.96%	0.92%
Carbon Monoxide (CO)	-10.83%	-6.91%	-0.92%	-0.42%	-0.99%	2.24%	-0.10%	0.01%	-0.60%	-0.32%	0.00%	-3.59%	1.05%
Particulate Matter (PM <sub>10</sub> )	-11.02%	-7.26%	-0.65%	0.94%	-1.08%	2.70%	-0.12%	0.07%	-0.58%	-0.22%	0.16%	-6.34%	0.94%
Particulate Matter (PM <sub>2.5</sub> )	-10.49%	-6.59%	-0.31%	0.95%	-0.73%	2.51%	-0.11%	0.06%	-0.46%	-0.23%	0.06%	-5.39%	1.00%
Carbon Dioxide Equivalents (CO <sub>2</sub> e)	-11.00%	-6.46%	-0.56%	0.34%	-0.75%	2.30%	-0.10%	0.01%	-0.54%	-0.31%	-0.02%	-3.91%	1.06%

Source: WSP, 2024.

Yellow highlights indicate an increase compared to the No Action Alternative.

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Central Business District (CBD) Tolling Program Reevaluation

**Final EA Table 10-11. Mobile Source Air Toxics Emission Burden Percentage Changes by County, CBD Tolling Alternative (Tolling Scenario A, Analysis Year 2023) – With the Adopted Toll Schedule Below**

POLLUTANT	FINAL EA TOLLING SCENARIO A – PERCENT CHANGE FROM NO ACTION ALTERNATIVE (FINAL EA NETWORK RUN POST-PROCESSED, ANALYZED IN MOVES2014B)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD Only	Entire County											
Daily Vehicle-Miles Traveled	-11.56%	-5.88%	-0.36%	0.15%	-0.74%	1.73%	0.03%	-0.03%	-0.22%	-0.17%	0.28%	-2.24%	0.88%
1,3-Butadiene	-11.82%	-9.11%	-1.12%	0.17%	-0.99%	1.96%	0.22%	0.07%	-0.25%	-0.26%	0.30%	-3.93%	0.81%
Acetaldehyde	-11.78%	-9.09%	-1.13%	0.16%	-0.99%	1.95%	0.26%	0.08%	-0.25%	-0.27%	0.30%	-3.96%	0.79%
Acrolein	-11.79%	-9.25%	-1.17%	0.15%	-1.01%	1.98%	0.29%	0.10%	-0.26%	-0.28%	0.29%	-4.05%	0.77%
Benzene	-10.91%	-7.37%	-0.74%	0.05%	-0.82%	1.56%	0.13%	0.01%	-0.19%	-0.17%	0.27%	-2.48%	0.70%
Diesel PM	-11.79%	-8.64%	-0.94%	0.20%	-0.94%	1.99%	0.23%	0.10%	-0.28%	0.00%	0.28%	-3.44%	0.74%
Ethylbenzene	-8.58%	-6.14%	-0.65%	0.07%	-0.63%	1.01%	0.12%	0.03%	-0.11%	-0.12%	0.15%	-1.57%	0.40%
Formaldehyde	-11.78%	-9.18%	-1.15%	0.16%	-1.00%	1.96%	0.29%	0.09%	-0.26%	-0.28%	0.29%	-4.02%	0.77%
Naphthalene	-11.76%	-9.06%	-1.13%	0.14%	-0.99%	1.95%	0.27%	0.08%	-0.25%	-0.27%	0.29%	-3.96%	0.78%
Polycyclic Organic Matter	-11.59%	-8.46%	-0.99%	0.09%	-0.96%	1.84%	0.20%	0.04%	-0.24%	-0.25%	0.30%	-3.62%	0.82%

Source: WSP, 2022.

POLLUTANT	ADOPTED TOLL SCHEDULE – PERCENT CHANGE FROM NO ACTION ALTERNATIVE (FINAL EA NETWORK RUN, ANALYZED IN MOVES3.1)												
	New York		Queens	Bronx	Kings	Richmond	Nassau	Suffolk	Westchester	Rockland	Putnam	Hudson	Bergen
	CBD Only	Entire County											
Daily Vehicle-Miles Traveled	-8.90%	-5.47%	-0.68%	0.15%	-0.61%	2.35%	-0.10%	0.00%	-0.59%	-0.35%	-0.06%	-2.23%	1.11%
1,3-Butadiene	-11.26%	-6.99%	-0.80%	0.33%	-0.93%	2.35%	-0.11%	0.03%	-0.59%	-0.28%	-8.33%	-5.84%	1.01%
Acetaldehyde	-6.76%	-4.80%	0.24%	0.80%	-0.33%	2.39%	-0.10%	0.03%	-0.45%	-0.25%	-6.72%	-8.19%	0.91%
Acrolein	-7.96%	-5.10%	0.24%	1.01%	-0.27%	2.09%	-0.09%	0.02%	-0.39%	-0.25%	-5.90%	-7.10%	0.90%
Benzene	-10.29%	-6.48%	-0.74%	-0.37%	-0.87%	1.72%	-0.09%	0.02%	-0.48%	-0.29%	-8.50%	-4.67%	1.04%
Diesel PM	-8.60%	-4.84%	1.09%	1.22%	0.45%	2.31%	-0.06%	0.06%	-0.23%	-0.17%	-4.43%	-4.89%	1.04%
Ethylbenzene	-6.34%	-4.80%	-0.48%	-0.02%	-0.56%	1.09%	-0.06%	0.02%	-0.29%	-0.27%	-8.62%	-5.71%	0.99%
Formaldehyde	-7.09%	-4.83%	0.12%	0.79%	-0.37%	2.20%	-0.10%	0.02%	-0.45%	-0.27%	-6.48%	-8.50%	0.93%
Naphthalene	-9.13%	-5.61%	-0.26%	0.77%	-0.56%	2.06%	-0.10%	0.02%	-0.48%	-0.28%	-6.86%	-6.99%	0.96%
Polycyclic Organic Matter	-9.43%	-5.68%	-0.24%	0.80%	-0.51%	2.07%	-0.10%	0.02%	-0.46%	-0.27%	-6.69%	-6.40%	0.99%

Source: WSP, 2024.

Yellow highlights indicate an increase compared to the No Action Alternative.

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## Central Business District (CBD) Tolling Program Reevaluation

**Microscale Analysis**

For both the Final EA and the reevaluation, all 102 local intersections passed the screening analysis. As such, ) no further analysis was needed.

**Final EA Table 10-13. CO and PM<sub>2.5</sub>/PM<sub>10</sub> Microscale Screening Results 2023, CBD Tolling Alternative (Tolling Scenario C and Tolling Scenario D) – With the Adopted Toll Schedule Added**

LOCATION	INTERSECTION	FINAL EA		ADOPTED TOLL SCHEDULE	
		CO SCREENING	PM <sub>2.5</sub> /PM <sub>10</sub> SCREENING	CO SCREENING	PM <sub>2.5</sub> /PM <sub>10</sub> SCREENING
Downtown Brooklyn	Flatbush Ave & Tillary St	Passed	Passed	Passed	Passed
	Adams St & Tillary St	Passed	Passed	Passed	Passed
	Old Fulton St & Vine St	Passed	Passed	Passed	Passed
Lincoln Tunnel (Manhattan)	Ninth Ave & West 33 <sup>rd</sup> St	Passed	Passed	Passed	Passed
	Dyer Ave & West 34 <sup>th</sup> St	Passed	Passed	Passed	Passed
	Twelfth Ave & West 34 <sup>th</sup> St	Passed	Passed	Passed	Passed
	Eleventh Ave & West 42 <sup>nd</sup> St	Passed	Passed	Passed	Passed
	Dyer Ave & West 36 <sup>th</sup> St	Passed	Passed	Passed	Passed
	Tenth Ave & West 33 <sup>rd</sup> St	Passed	Passed	Passed	Passed
	Eleventh Ave & West 34 <sup>th</sup> St	Passed	Passed	Passed	Passed
	Tenth Ave & West 41 <sup>st</sup> St	Passed	Passed	Passed	Passed
	Twelfth Ave & West 42 <sup>nd</sup> St	Passed	Passed	Passed	Passed
	Pulaski Bridge/11 <sup>th</sup> St & Jackson Ave	Passed	Passed	Passed	Passed
Long Island City (Queens)	11 <sup>th</sup> St & 48 <sup>th</sup> Ave	Passed	Passed	Passed	Passed
	50 <sup>th</sup> Ave at Vernon Blvd	Passed	Passed	Passed	Passed
	Green St & McGuinness Blvd	Passed	Passed	Passed	Passed
	McGuinness Blvd & Freeman St	Passed	Passed	Passed	Passed
	21 <sup>st</sup> St & 49 <sup>th</sup> Ave	Passed	Passed	Passed	Passed
	11 <sup>th</sup> St & Borden Ave	Passed	Passed	Passed	Passed
	Van Dam St & Queens-Midtown Tunnel Expwy	Passed	Passed	Passed	Passed
	Van Dam St & Borden Ave	Passed	Passed	Passed	Passed
	Jackson Ave/Northern Blvd & Queens Plaza	Passed	Passed	Passed	Passed
	Thomson Ave & Dutch Kills St	Passed	Passed	Passed	Passed
	Thomson Ave & Dutch Kills St	Passed	Passed	Passed	Passed
	21 <sup>st</sup> St & Queens Plaza N	Passed	Passed	Passed	Passed
	Trinity Place & Edgar St	Passed	Passed	Passed	Passed
Lower Manhattan (Manhattan)	Trinity Place & Rector St	Passed	Passed	Passed	Passed
	Hugh L. Carey Tunnel Entrance/Exit & West St	Passed	Passed	Passed	Passed
	Hugh L. Carey Tunnel Exit & West St & West Thames St	Passed	Passed	Passed	Passed
	Chambers St & Centre St	Passed	Passed	Passed	Passed
	Canal & Hudson Sts/Holl & Tunnel On-Ramp	Passed	Passed	Passed	Passed
	Canal St & Holl & Tunnel On-Ramp	Passed	Passed	Passed	Passed
	Canal St S & West St	Passed	Passed	Passed	Passed
	West St & Albany St	Passed	Passed	Passed	Passed
	West St & Vesey St	Passed	Passed	Passed	Passed

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## Central Business District (CBD) Tolling Program Reevaluation

LOCATION	INTERSECTION	FINAL EA		ADOPTED TOLL SCHEDULE	
		CO SCREENING	PM <sub>2.5</sub> /PM <sub>10</sub> SCREENING	CO SCREENING	PM <sub>2.5</sub> /PM <sub>10</sub> SCREENING
	West St & Chambers St	Passed	Passed	Passed	Passed
	Canal St/Manhattan Bridge & Bowery	Passed	Passed	Passed	Passed
	Manhattan Bridge & Bowery	Passed	Passed	Passed	Passed
	Sixth Ave & Watts St	Passed	Passed	Passed	Passed
	Canal St & Sixth Ave/Laight St	Passed	Passed	Passed	Passed
New Jersey	14 <sup>th</sup> St/Holl & Tunnel (E-W) & Marin Blvd (N-S)	Passed	Passed	Passed	Passed
	14 <sup>th</sup> St (E-W) & Jersey Ave (N-S)	Passed	Passed	Passed	Passed
	12 <sup>th</sup> St (E-W) & Jersey Ave (N-S)	Passed	Passed	Passed	Passed
	12 <sup>th</sup> St/Holl & Tunnel (E-W) & Marin Blvd (N-S)	Passed	Passed	Passed	Passed
Queens-Midtown Tunnel (Manhattan)	East 37 <sup>th</sup> St & Third Ave	Passed	Passed	Passed	Passed
	East 36 <sup>th</sup> St & Second Ave	Passed	Passed	Passed	Passed
	East 34 <sup>th</sup> St & Third Ave	Passed	Passed	Passed	Passed
	East 35 <sup>th</sup> St & Third Ave	Passed	Passed	Passed	Passed
	East 34 <sup>th</sup> St & Second Ave	Passed	Passed	Passed	Passed
Red Hook (Brooklyn)	East 35 <sup>th</sup> St & Second Ave	Passed	Passed	Passed	Passed
	Hamilton Ave, Clinton St & West 9 <sup>th</sup> St	Passed	Passed	Passed	Passed
Robert F. Kennedy Bridge (Manhattan, the Bronx, Queens)	Hamilton Ave (northbound) & West 9 <sup>th</sup> St	Passed	Passed	Passed	Passed
	East 126 <sup>th</sup> St & Second Ave	Passed	Passed	Passed	Passed
	East 125 <sup>th</sup> St & Second Ave	Passed	Passed	Passed	Passed
	East 134 <sup>th</sup> St & St. Ann's Ave	Passed	Passed	Passed	Passed
	St. Ann's Ave & Bruckner Blvd	Passed	Passed	Passed	Passed
	31 <sup>st</sup> St & Astoria Blvd	Passed	Passed	Passed	Passed
	Hoyt Ave North & 31 <sup>st</sup> St	Passed	Passed	Passed	Passed
Upper East Side (Manhattan)	Hoyt Ave South & 31 <sup>st</sup> St	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & Ed Koch Queensboro Bridge Exit	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & Third Ave	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & York Ave	Passed	Passed	Passed	Passed
	East 59 <sup>th</sup> St & Second Ave	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & Second Ave	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & First Ave	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & Lexington Ave	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & Park Ave (northbound)	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & Park Ave (south- & westbound)	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & Madison Ave	Passed	Passed	Passed	Passed
	East 62 <sup>nd</sup> St & Ed Koch Queensboro Bridge Exit	Passed	Passed	Passed	Passed
	East 60 <sup>th</sup> St & Fifth Ave	Passed	Passed	Passed	Passed
	East 63 <sup>rd</sup> St & York Ave	Passed	Passed	Passed	Passed
	East 53 <sup>rd</sup> St & Franklin D. Roosevelt Dr	Passed	Passed	Passed	Passed
	East 61 <sup>st</sup> St & Fifth Ave	Passed	Passed	Passed	Passed
	East 65 <sup>th</sup> St & Fifth Ave	Passed	Passed	Passed	Passed
	East 66 <sup>th</sup> St & Fifth Ave	Passed	Passed	Passed	Passed
	East 79 <sup>th</sup> St & Fifth Ave	Passed	Passed	Passed	Passed
	East 71 <sup>st</sup> St & York Ave	Passed	Passed	Passed	Passed

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## Central Business District (CBD) Tolling Program Reevaluation

LOCATION	INTERSECTION	FINAL EA		ADOPTED TOLL SCHEDULE	
		CO SCREENING	PM <sub>2.5</sub> /PM <sub>10</sub> SCREENING	CO SCREENING	PM <sub>2.5</sub> /PM <sub>10</sub> SCREENING
Upper West Side (Manhattan)	West 72 <sup>nd</sup> St & West End Ave	Passed	Passed	Passed	Passed
	West 61 <sup>st</sup> St & West End Ave	Passed	Passed	Passed	Passed
	West 79 <sup>th</sup> St & Riverside Drive	Passed	Passed	Passed	Passed
	West 56 <sup>th</sup> St & Twelfth Ave	Passed	Passed	Passed	Passed
	West 56 <sup>th</sup> St & West Side Hwy	Passed	Passed	Passed	Passed
	West 55 <sup>th</sup> St & West Side Hwy	Passed	Passed	Passed	Passed
	West 55 <sup>th</sup> St & Twelfth Ave	Passed	Passed	Passed	Passed
	West 55 <sup>th</sup> St & West Side Hwy Arterial	Passed	Passed	Passed	Passed
	West 60 <sup>th</sup> St & Broadway	Passed	Passed	Passed	Passed
	West 60 <sup>th</sup> St & Columbus Ave	Passed	Passed	Passed	Passed
	West 60 <sup>th</sup> St & Amsterdam Ave	Passed	Passed	Passed	Passed
	West 60 <sup>th</sup> St & West End Ave	Passed	Passed	Passed	Passed
	West 61 <sup>st</sup> St & Amsterdam Ave	Passed	Passed	Passed	Passed
	West 61 <sup>st</sup> St & Columbus Ave	Passed	Passed	Passed	Passed
	West 61 <sup>st</sup> St & Broadway	Passed	Passed	Passed	Passed
	West 61 <sup>st</sup> St & Columbus Ave	Passed	Passed	Passed	Passed
	West 81 <sup>st</sup> St & Central Park West	Passed	Passed	Passed	Passed
	West 66 <sup>th</sup> St & Central Park West	Passed	Passed	Passed	Passed
	West 65 <sup>th</sup> St & Central Park West	Passed	Passed	Passed	Passed
West Side Hwy / Rte 9A (Manhattan)	West 24 <sup>th</sup> St & Twelfth Ave	Passed	Passed	Passed	Passed
Little Dominican Republic (Manhattan)	West 179 <sup>th</sup> St & Broadway	Passed	Passed	Passed	Passed
Lower East Side (Manhattan)	Park Row/Chatham Sq, Worth/Oliver St & Mott St	Passed	Passed	Passed	Passed
	Chatham Square & East Broadway	Passed	Passed	Passed	Passed
	Chatham Square/Bowery & Division St	Passed	Passed	Passed	Passed

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**Highway Link Analysis**

For the Final EA, highway link analyses for particulate matter (PM) effects were conducted at three sites:

- I-95 west of the George Washington Bridge, Tolling Scenario C – Highest total AADT in any scenario
- Cross Bronx Expressway at Macombs Road, Tolling Scenario B – Community concern
- Robert F. Kennedy (Triborough) Bridge Queens approach, Tolling Scenario E – Highest truck increase in any scenario

At all sites, predicted PM concentrations with the Project would be below the National Ambient Air Quality Standards (NAAQS).

In addition, a screening analysis was conducted for potential carbon monoxide (CO) effects at a location of community concern (FDR Drive at 10<sup>th</sup> Street); this location passed the screening and, therefore, no further analysis was required.

For the reevaluation, all highway links were evaluated to determine if those locations analyzed in the Final EA still represent worst-case conditions with the adopted toll schedule. The findings are as follows:

- **Highest total AADT:** the reevaluation concluded that the same link (I-95 west of the George Washington Bridge) still represents the location with the highest AADT. With the adopted toll schedule, the AADT at this location is higher than that analyzed in the Final EA (although total and incremental truck volumes would be lower than in the Final EA). Therefore additional modeling was conducted using MOVES3.1. Based on modeling, the reevaluation concluded that predicted PM concentrations with the adopted toll schedule would still be below the applicable NAAQS. Therefore, the conclusions of the Final EA are unchanged.
- **Community concern:** at the Cross Bronx Expressway at Macombs Road location, the AADT and truck volume changes with the adopted toll schedule would be below the maximum increment analyzed in the Final EA, where the results were below NAAQS, and no adverse effect was found. Therefore, no additional modeling was necessary, and the conclusions of the Final EA are unchanged.
- **Highest truck increase:** the reevaluation concluded that the same link (Robert F. Kennedy (RFK) Bridge Queens approach) still represents the location with the largest truck increase. The truck volume changes at the RFK Bridge for the adopted toll schedule are all below the maximum increment analyzed in the Final EA, where the results were below NAAQS, and no adverse effect was found. Therefore, no additional modeling was necessary, and the conclusions of the Final EA are unchanged.

In addition, as in the Final EA, a screening analysis was conducted for the adopted toll schedule for potential CO impacts at the location of community concern (FDR Drive at 10<sup>th</sup> Street); this location passed the screening and, therefore, no further analysis is required.

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**Table XX. Changes in AADT and Trucks (2023), Final EA and Adopted Toll Schedule**

LINK #	COUNTY	ROADWAY	NO ACTION		FINAL EA SCENARIO C		ADOPTED TOLL SCHEDULE	
			AADT	Trucks	AADT	Trucks	AADT	Trucks
268133 & 268131	Bergen	I-95 West of the George Washington Bridge	241,327	34,133	249,307	34,862	251,668	34,632
Change from No Action					7,980	729	10,341	499
Percent Change from No Action					3.3%	2.1%	4.3%	1.5%

**Table XX. Changes in Particulate Matter Concentrations (2023), Final EA and Adopted Toll Schedule – I-95 West of the George Washington Bridge**

FINAL EA TABLE*	POLLUTANT	FINAL EA		ADOPTED TOLL SCHEDULE		NAAQS
		No Action Alternative – MOVES3 (µg/m³)	Final EA Tolling Scenario C (µg/m³)	No Action Alternative – MOVES3.1 (µg/m³)	Adopted Toll Schedule (µg/m³)	
Table 1	PM10	105	107	88	89	150
Table 2	PM <sub>2.5</sub> 24-hour	29.5	29.7	27.8	28.0	35.0
Table 3	PM <sub>2.5</sub> Annual	11.1	11.2	10.8	10.9	12.0

\* See Final EA Appendix 10D, page 10-52

Note: No Action pollutant concentrations are lower than in the Final EA because MOVES 3.1 (latest version) was used with the latest input files (vehicle age distribution, vehicle mix) and meteorological data in AERMOD for the reevaluation. Incremental changes from the No Action under the adopted toll schedule are the same or less than those for Final EA Tolling Scenario C.

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Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added

EA Chapter	Summary of Effects	Location	Data Shown in Table	Final EA Tolling Scenario							Potential Adverse Effect	Mitigation and Enhancements	Adopted Toll Schedule	Potential Adverse Effect	Mitigation and Enhancements
				A	B	C	D	E	F	G					
10 – Air Quality	Increases or decreases in emissions related to truck traffic diversions	Cross Bronx Expressway at Macombs Road, Bronx, NY	Increase or decrease in Annual Average Daily Traffic (AADT)	3,901	3,996	2,056	1,766	3,757	2,188	3,255	No	<b>No mitigation needed.</b> No adverse effects <b>Enhancements</b> 1. Refer to the overall enhancement on monitoring at the end of this table.  2. TBTA will work with NYC DOHMH to expand the existing network of sensors to monitor priority locations and supplement a smaller number of real-time PM <sub>2.5</sub> monitors to provide insight into time-of-day patterns to determine whether the changes in air pollution can be attributed to changes in traffic occurring after implementation of the Project. The Project Sponsors will select the additional monitoring locations in consideration of air quality analysis in the EA and input from environmental justice stakeholders. NYS Department of Environmental Conservation (NYSDEC) and other agencies conducting monitoring will also be consulted prior to finalizing the monitoring approach. The Project Sponsors will monitor air quality prior to implementation (setting a baseline), and two years following implementation. Following the initial two-year post-implementation analysis period, and separate from ongoing air quality monitoring and reporting, the Project Sponsors will assess the magnitude and variability of changes in air quality to determine whether more monitoring sites are necessary. Data collected throughout the monitoring program will be made available publicly as data becomes available and analysis is completed. Data from the real-time monitors will be available online continuously from the start of pre-implementation monitoring.  3. MTA is currently transitioning its fleet to zero-emission buses, which will reduce air pollutants and improve air quality near bus depots and along bus routes. MTA is committed to prioritizing traditionally underserved communities and those impacted by poor air quality and climate change and has developed an approach that actively incorporates these priorities in the deployment phasing process of the transition.  Based on feedback received during the outreach conducted for the Project and concerns raised by members of environmental justice communities, TBTA coordinated with MTA NYCT, which is committed to prioritizing the Kingsbridge Depot and Gun Hill Depot, both located in and serving primarily environmental justice communities in Upper Manhattan and the Bronx, when electric buses are received in MTA's next major procurement of battery electric buses, which began in late 2022. This independent effort by MTA NYCT is anticipated to provide air quality benefits to the environmental justice communities in the Bronx.	3,917	No	<b>No mitigation needed.</b> The Project Sponsors are maintaining their commitment to implement the enhancement measures identified in the Final EA
			Increase or decrease in daily number of trucks	509	704	170	510	378	536	50			433		
			Potential adverse air quality effects from truck diversions	No	No	No	No	No	No	No			No		
		I-95, Bergen County, NJ	Increase or decrease in AADT	9,843	11,459	7,980	5,003	7,078	5,842	12,506	No		10,341	No	
			Increase or decrease in daily number of trucks	801	955	729	631	696	637	-236			499		
			Potential adverse air quality effects from truck diversions	No	No	No	No	No	No	No			No		
		RFK Bridge, NY	Increase or decrease in AADT	18,742	19,440	19,860	19,932	20,465	20,391	21,006	No		20,273	No	
			Increase or decrease in daily number of trucks	2,257	2,423	2,820	3,479	4,116	3,045	432			2,433		
			Potential adverse air quality effects from truck diversions	No	No	No	No	No	No	No			No		

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## 11 Energy

Chapter 11 of the Final EA evaluated the effects of the CBD Tolling Alternative on energy demand during operation and construction. This section evaluates the effects of the final toll schedule on energy demand.

### OUTCOME

Consistent with the conclusions of the Final EA, the adopted toll schedule would result in a reduction in vehicle-miles traveled (VMT) in the 12-county study area and would also therefore reduce energy use as compared to the No Action Alternative.

### METHODOLOGY

#### Final EA Methodology

The Final EA evaluated the potential effects of the Project on the following elements:

- **Roadway energy:** analyzed using the same methodology, assumptions and model as the regional air quality analysis conducted in Chapter 10 (Tolling Scenario A, for the 12-county study area, using the U.S. Environmental Protection Agency's (EPA) then-current emissions model, MOVES2014b). The analysis evaluated Tolling Scenario A because that scenario was predicted to have the smallest reduction in VMT. Using that scenario presents the smallest benefit in energy; other tolling scenarios would have a larger benefit.
- **Server and systems energy:** energy required to power monitoring and tolling equipment, including network detection systems, and servers that process the data collected by the network detection systems.
- **Construction energy:** calculated based on the construction cost, using the NYSDOT construction cost calculation procedures to quantify energy use.

#### Reevaluation Methodology

- **Roadway energy:** As did the Final EA, the reevaluation energy analysis built off the air quality analysis and used the same methodology, assumptions, and model. The reevaluation of air quality for the adopted toll schedule was of the 12-county study area, using the EPA's current emissions model (MOVES3.1). (See the section on air quality for further information about the models used for the reevaluation.)
- **Server, systems and construction energy:** there are no changes to the power requirements or construction costs of the Project with the adopted toll structure. No further analysis needed.

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Example (General) - we ran the numbers through the methodology and compared it to the results of the analyses in the Final EA. The results of 10J were XXX. The results XXX were in the parameters of S and T as presented in the Final EA. Therefore, this demonstrates that there were no additional effects/effects were in the range described in the Final EA...

## ANALYSIS AND FINDINGS

Like Final EA Tolling Scenario A, the adopted toll schedule would result in a reduction in VMT in the 12-county study area and would also therefore reduce energy use as compared to the No Action Alternative. The conclusions in the Final EA are still valid, as the Project would decrease total operational energy use.

***Table XX. Percent Change in Energy Demand Vs. No Action Alternative (2023), Final EA and Adopted Toll Schedule***

FINAL EA ANALYSIS (TOLLING SCENARIO A)	ADOPTED TOLL SCHEDULE
-0.6%	-0.6%

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Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL SCHEDULE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
11 – Energy		Reductions in regional energy consumption	12-county study area	Narrative	Reductions in regional VMT would reduce energy consumption							No	No mitigation needed. Beneficial effects	Same as Final EA	No	No mitigation needed. Beneficial effects

## 17 ENVIRONMENTAL JUSTICE

Chapter 17 of the Final EA presented an evaluation of the CBD Tolling Alternative's potential for disproportionately high and adverse effects to environmental justice populations, including effects on local communities and effects related to regional mobility. This section presents a reevaluation of that topic for the adopted toll schedule.

### OUTCOME

The reevaluation concludes that with the implementation of the mitigation commitments of the Final EA, the adopted toll schedule would not result in disproportionately high and adverse effects on environmental justice populations or communities and no new mitigation is needed. In addition, there is no change in the communities for which place-based mitigation will be implemented.

## METHODOLOGY

### Final EA Methodology

The methodology used to determine potential effects on environmental justice populations is described starting on page 17-2 of the Final EA, Section 17.3, "Methodology." As described in that section, the environmental justice analysis evaluated two types of ~~potential~~ effects of the CBD Tolling Program:

- **Local (Neighborhood) Effects:** The Final EA evaluated the effects on neighborhoods related to changes in traffic patterns and the ~~potential~~ resulting effects in terms of traffic congestion, air emissions, and noise; it then assessed whether any such effects would occur disproportionately to environmental justice populations. This included a supplemental analysis for the Final EA of increases or decreases in traffic and truck traffic as a result of traffic diversions in communities already highly burdened by pre-existing air pollution and chronic diseases. For the local (neighborhood) effects, the Final EA used a 10-county study area where localized effects (such as changes in traffic volumes, air emissions, or noise) would occur as a result of the Project.
- **Regional Effects:** The Final EA considered how implementation of the CBD Tolling Alternative would affect the regional population in terms of increased costs (tolls), changes in trip time, and changes in transit conditions, and whether any effects would occur disproportionately to environmental justice populations. For regional effects, the Final EA evaluated the 28-county regional study area, which is the main catchment area for trips to and from the Manhattan CBD and the area where changes in travel patterns and mobility would occur.

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Example (General) - we ran the numbers through the methodology and compared it to the results of the analyses in the Final EA. The results of 10J were XXX. The results XXX were in the parameters of S and T as presented in the Final EA. Therefore, this demonstrates that there were no additional effects/effects were in the range described in the Final EA...

## Reevaluation Methodology

The re-evaluation considered the local (neighborhood) effects and regional effects of the adopted toll schedule, using the same methodology as the Final EA.

## ANALYSIS AND FINDINGS: LOCAL (NEIGHBORHOOD) EFFECTS

The Final EA considered a range of issues that had the potential to result in local, neighborhood effects:

- Increased traffic congestion on highway segments
- Changes in traffic conditions at local intersections
- Traffic-related effects on noise
- Increases to transit ridership
- Changes in passenger flows at transit stations
- Changes in pedestrian circulation near transit hubs
- Potential for indirect displacement
- Potential effects on the costs of goods
- Traffic-related effects on air quality (including a supplemental analysis for the Final EA of Project effects of traffic and truck traffic on communities with associated high pre-existing air pollutant and health burdens)

The Final EA concluded that, with the implementation of mitigation, the CBD Tolling Alternative would not result in disproportionately high and adverse effects on environmental justice populations in those topic areas.

The reevaluation of each of the topic areas above shows that the effects of the adopted toll schedule fall within the range of effects evaluated in the Final EA and the conclusions of the Final EA remain unchanged.

## ANALYSIS AND FINDINGS: REGIONAL

### Low-Income Drivers

As documented in the Final EA, a total of 16,100 low-income workers drive to the Manhattan CBD for work, based on Census Transportation Planning Program (CTPP) data. The EA published in August 2022 concluded that the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers who currently drive to the Manhattan CBD and do not have reasonable alternative transportation modes available, because the cost of the toll would consume a larger percentage of their available income. To avoid that potential disproportionate adverse effect, in the Final EA the Project Sponsors committed to a program of mitigation measures for low-income frequent drivers. With further analysis of the population affected (as documented in Appendix 17E, "Approach to Mitigating the Effect of CBD Tolls on Low-Income

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Frequent Drivers”), and the addition of new mitigation, the Final EA concluded there would not be a disproportionately high and adverse effect on low-income drivers.

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The adopted toll schedule includes passenger toll rates within the range evaluated in the Final EA and enhances the mitigation commitments related to low-income drivers, giving a deeper discount than that committed to in the Final EA. Therefore, the conclusions of the Final EA remain unchanged for low-income drivers.

**Table XX. Mitigation Commitments for Low-Income Drivers in Final EA and Adopted Toll Schedule**

FINAL EA	ADOPTED TOLL SCHEDULE
<b>Toll Rates Evaluated</b>	
Auto toll rates evaluated: \$9 - \$23 peak; \$7 - \$17 off-peak; \$5 - \$12 overnight	Auto toll rates within the range of the Final EA: \$15 peak; \$3.75 overnight
<b>Mitigation Commitments</b>	
Tax credit for CBD tolls paid by residents of the Manhattan CBD whose New York adjusted gross income for the taxable year is less than \$60,000.	Commitment remains, not specific to the adopted toll schedule
Information related to the tax credit to be posted on the Project website, with a link to the appropriate location on the NYS DTF website.	Commitment remains, not specific to the adopted toll schedule
Elimination of the \$10 E-ZPass tag deposit fee for customers without credit card backup.	Commitment remains, not specific to the adopted toll schedule
Enhanced promotion of existing E-ZPass payment and plan options, including the ability for drivers to pay per trip (rather than a pre-load balance), refill their accounts with cash at participating retail locations, and discount plans already in place.	Commitment remains, not specific to the adopted toll schedule
Outreach and education on eligibility for existing discounted transit fare products and programs.	Commitment remains, not specific to the adopted toll schedule
Establishment of an Environmental Justice Community Group that will meet on a quarterly basis, with the first meeting prior to Project implementation, to share updated data and analysis and listen to potential concerns.	Commitment remains, not specific to the adopted toll schedule
An overnight toll rate that is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD tolling structure, which will benefit low-income drivers traveling during this time.	The adopted toll schedule includes an overnight toll discounted beyond the mitigation commitment: 9 PM – 5 AM weekdays, 9 PM – 9 AM weekends 25% of peak toll rate, overnight EZP rates as follows: Auto - \$3.75 Small truck - \$6.00 Large truck - \$9.00
For the first five years of the Project, the final tolling structure to include a discounted toll rate for low-income frequent drivers who have either a Federal adjusted gross income reported on their income tax return for the prior calendar year in the amount of no more than \$50,000 or proof of enrollment in a qualifying government-provided income-based program:	Low-Income Discount Plan included as part of the adopted toll schedule, with a discount beyond the mitigation commitment: <ul style="list-style-type: none"> <li>A 50 percent discount on the peak toll rate after the first 10 trips each month</li> <li>Results in a discounted base auto toll rate of \$7.50.</li> </ul>

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|---|--|
| <ul style="list-style-type: none"><li>▪ A 25 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).</li><li>▪ Results in a discounted base auto toll rate of \$7 - \$17, depending on the tolling scenario.</li></ul> |  |
|---|--|

### Minority Taxi and FHV Drivers

The EA published in August 2022 identified potential adverse effects to taxi and/or FHV drivers in New York City, whose country-of-origin data indicate largely consist of minority populations, in tolling scenarios that charge their vehicles more than one passenger-vehicle toll per day. The adverse effect would be related to the cost of the new CBD toll and the reduction of VMT for taxis and/or FHVs, which would result in a decrease in revenues that could lead to losses in employment. The Final EA assumed this adverse effect would occur predominantly to a minority population and therefore would be a disproportionately high and adverse effect.

In the Final EA, To avoid this potential disproportionate adverse effect, the Project Sponsors committed to a toll structure that would cap tolls for New York City taxis and FHVs at one passenger toll per day. With this mitigation, the Final EA concluded that no disproportionately high and adverse effect would occur to taxi and FHV drivers.

As it relates to general population minority drivers in general who have no reasonable alternative mode for reaching the Manhattan CBD other than private vehicle, the Final EA found that the cost of the new CBD toll on would have the same effect as experienced by the general population. No disproportionate effect would occur.

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Under the re-evaluation of With the adopted toll schedule, the per-trip toll rate for taxis will be \$1.25 and the rate for FHVs will be \$2.50. Based on New York City Taxi and Limousine Commission 2023 information on the average number of trips per day for taxis and FHVs (12 trips for taxis and 6 for FHVs), these pre-trip rates are equivalent to the amount of the once-per-day toll for passenger vehicles, which will be \$15.00. BPM model results for the adopted toll schedule show that the reduction in VMT for taxis and FHVs in New York City will be equivalent to the range reported in the Final EA that would avoid an adverse effect on employment for taxis and FHVs-FHVs drivers within the range of in-tolling scenarios that limited tolls for taxis and FHVs to once per day.

Therefore, the adopted toll schedule is consistent with the commitments in the Final EA related to taxi and FHV drivers. The conclusions of the Final EA remain unchanged.

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**Final EA Table 17-14. Change in Taxi/For-Hire Daily Vehicle-Miles Traveled in New York City vs. No Action Alternative - with Adopted Toll Schedule**

GEOGRAPHIC AREA	FINAL EA TOLLING SCENARIOS								ADOPTED TOLL SCHEDULE
	A	B	C	D	E	F	G	MODIFIED G	
Taxi Toll Policy	All Entries	Once per Day	Exempt	All Entries	Exempt	Once per Day	All Entries	Once per Day	Equivalent to once per day toll for passenger vehicles – \$1.25 per trip toll on trips to, within, or from the CBD
FHV Toll Policy			Up to 3 Times Daily		Up to 3 Times Daily				Equivalent to once per day toll for passenger vehicles – \$2.50 per trip toll on trips to, within, or from the CBD
Peak Toll Rate	\$9	\$10	\$14	\$19	\$23	\$23	\$12	\$12	\$15
Bronx County	-8,392 (-3.1%)	-5,717 (-2.1%)	-6,426 (-2.4%)	-9,346 (-3.4%)	-3,991 (-1.5%)	-1,959 (-0.7%)	-7,831 (-2.9%)	-1,621 (-0.6%)	+16 (+0.0%)
Kings County (Brooklyn)	-33,855 (-9.1%)	-20,648 (-5.5%)	-10,247 (-2.7%)	-37,923 (-10.2%)	-27,854 (-7.5%)	-7,095 (-1.9%)	-39,183 (-10.5%)	-22,971 (-6.2%)	-5,857 (-1.6%)
New York County (Manhattan)	-77,843 (-10.9%)	-19,553 (-2.7%)	-51,989 (-7.3%)	-119,349 (-16.7%)	-73,223 (-10.2%)	-17,076 (-2.4%)	-87,944 (-12.3%)	-27,897 (-3.9%)	-25,105 (-4.9%)
Inside Manhattan CBD	-21,498 (-6.6%)	+15,020 (+4.6%)	-11,371 (-3.5%)	-54,476 (-16.8%)	-25,621 (-7.9%)	+4,962 (+1.5%)	-27,757 (-8.6%)	+10,203 (+3.1%)	-904 (-0.3%)
Outside Manhattan CBD	-56,345 (-14.4%)	-34,573 (-8.8%)	-40,618 (-10.4%)	-64,873 (-16.6%)	-47,602 (-12.2%)	-22,038 (-5.6%)	-60,187 (-15.4%)	-38,100 (-9.7%)	-34,201 (-8.7%)
Queens County	-3,873 (-0.4%)	+21,258 (+2.0%)	-10,804 (-1.0%)	-47,911 (-4.4%)	-19,342 (-1.8%)	+4,979 (+0.5%)	-7,812 (-0.7%)	+14,644 (+1.3%)	+5,311 (+0.5%)
Richmond County (Staten Island)	-4,884 (-8.6%)	-5,071 (-8.9%)	-4,940 (-8.7%)	-4,539 (-8.0%)	-6,002 (-10.5%)	-4,370 (-7.7%)	-4,917 (-8.6%)	-5,636 (-9.9%)	-4,405 (-7.7%)
<b>NEW YORK CITY TOTAL</b>	<b>-128,847 (-5.1%)</b>	<b>-29,731 (-1.2%)</b>	<b>-84,406 (-3.4%)</b>	<b>-219,068 (-8.8%)</b>	<b>-130,412 (-5.2%)</b>	<b>-25,521 (-1.0%)</b>	<b>-147,687 (-5.9%)</b>	<b>-43,481 (-1.7%)</b>	<b>-40,040 (-1.6%)</b>

Notes: Projections include VMT only during fares and do not include cruising without passenger(s), to reflect effects on demand and revenues.

Tolling Scenario Modified G was not included in Final EA Table 17-14, but was discussed in the narrative on the following page, Final EA page 17-54.

The per-trip tolls in the adopted toll schedule would be equivalent to the auto peak rate of \$15 (based on 2023 TLC data for average trips per vehicle per day: for taxis the average number of trips with passengers to/from/within the CBD is 12, and for FHV's it is 6).

Yellow shading in the table highlights the Final EA tolling scenarios that limited tolls on taxis and FHV's to one passenger-vehicle toll per day.

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## ANALYSIS AND CONCLUSIONS: LOCAL (NEIGHBORHOOD) EFFECTS RELATED TO TRAFFIC DIVERSIONS

For the Final EA, the Project Sponsors conducted additional analysis of the potential effects of traffic diversions resulting from the CBD Tolling Alternative on environmental justice communities that are already highly burdened by preexisting air pollution and chronic diseases and could see increased traffic. The analysis concluded that in some environmental justice census tracts that have high pre-existing pollutant burdens or chronic disease burdens where the CBD Tolling Alternative would increase traffic, these traffic increases have the potential to increase pollutant burdens and could contribute to chronic disease burdens and therefore could constitute a potential adverse effect on these particularly vulnerable environmental justice populations. The specific census tracts that would experience increased or decreased traffic changed slightly depending on the tolling scenario, but the affected communities remain largely the same. The effects would vary in magnitude depending on the additional volume of traffic and the extent of pre-existing pollutant and chronic disease burdens.

In the Final EA, the Project Sponsors committed to implement mitigation measures related to potential Project-related traffic diversions, related air pollutants, and associated health effects to benefit environmental justice communities that are already highly burdened by pre-existing air pollution and/or chronic diseases, relative to national percentiles. Mitigation measures will include both regional measures, which will reduce truck diversions and reduce emissions, and place-based measures, to reduce emissions and improve air quality and/or health outcomes in areas with the greatest pre-existing burdens that would also be affected by Project-related diversions.<sup>1</sup> To fund these mitigation measures the Project Sponsors have committed \$155 million over 5 years. The regional and place-based mitigation measures are summarized in Final EA Table 17-16. The Project Sponsors committed to these measures, regardless of the tolling structure eventually adopted. An adaptive management approach will be used which will include monitoring the efficacy of mitigation, stakeholder consultation, and adjustments as warranted. An additional \$5 million has been allocated for mitigation and enhancement measures related to monitoring across other topics, along with \$47.5 million for the low-income toll discount to be implemented.

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The analysis of potential effects related to traffic diversions on highly burdened environmental justice communities evaluated whether non-truck traffic proximity and truck traffic proximity could increase as a result of the Project in each census tract within the local study area. The analysis also evaluated whether truck traffic proximity could decrease. As defined in the Final EA Appendix 17D, Section 17D.4 (page 17D-14), these are measures of the amount of daily highway traffic near the population center within each census tract. Highway truck traffic proximity was a particular focus, because diesel emissions have a higher

<sup>1</sup> See Final EA, Appendix 17D, Section 17D-7.2.2 on page 17D-77 for a discussion of place-based mitigation measures.

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level of particulate matter, which is associated with adverse health outcomes, and because Project-related diversions would mainly occur on highways.<sup>2</sup>

Census tracts are, as defined by the U.S. Census Bureau, statistical subdivisions of a county or statistically equivalent entity. Communities contain multiple census tracts. As described in Final EA Appendix 17D, communities are defined as either municipalities (outside New York City) or neighborhoods (within New York City).<sup>3</sup> Within the five New York City counties, these neighborhoods were identified using the United Hospital Fund (UHF) neighborhood definitions—a geography designed for health research.<sup>4</sup> Environmental justice census tracts are census tracts where a greater proportion of the population is minority and/or low-income, as identified using the methodology described in Final EA Chapter 17, Section 17.5.1 (page 17-8).

Environmental justice census tracts where individuals experience at least one pre-existing pollutant burden or at least one pre-existing chronic disease burden at or above the 90th percentile, nationally, and where truck proximity could increase as a result of the Project, were identified as “90 or 90” census tracts. Environmental justice census tracts where individuals experience at least one pre-existing pollutant burden and at least one pre-existing chronic disease burden at or above the 90th percentile, nationally, and where truck proximity could increase as a result of the Project were identified as “90 and 90” census tracts.<sup>5</sup>

As noted in Final EA, Appendix 17D, Section 17D-6.1.2, truck diversions would occur in every tolling scenario, but Tolling Scenario E had the maximum predicted truck diversions by volume for all census tracts in the 10-county environmental justice study area.<sup>6</sup> For this reason, the Project Sponsors presented potential truck-traffic proximity under Tolling Scenario E in the Final EA. The Project Sponsors also presented potential non-truck traffic proximity under Tolling Scenario E, as well as Tolling Scenario G; as noted in Section 17D-6.1.5, modeled traffic results from the BPM indicated that Tolling Scenario G was the scenario with the largest potential increases in non-truck traffic across the environmental justice-designated census tracts in the 10-county environmental justice study area.<sup>7</sup>

Any community with one or more environmental-justice-designated census tract meeting the “90 or 90” or “90 and 90” criteria was identified in the Final EA as a community that is already overburdened by pre-existing air pollution and chronic diseases. The Project Sponsors committed to a package of regional (for “90 or 90” communities) and place-based (for “90 and 90” communities) measures to mitigate potential adverse effects on environmental justice populations.

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<sup>2</sup> See Final EA, Appendix 17D, Section 17D-6.1.1 on page 17D-43 and 17D-6.1.3 on page 17D-44 for an explanation of how truck traffic proximity is calculated.

<sup>3</sup> See Final EA Appendix 17D, Section 17D-6.1.4, p. 17D-50.

<sup>4</sup> See Final EA, Appendix 17D, Section 17D-5.5.2, page 17D-29, Footnote 68 for more information on UHF neighborhoods.

<sup>5</sup> Note that, by these definitions from the Final EA, “90 and 90” census tracts are also “90 or 90” census tracts; the former is a subset of the latter.

<sup>6</sup> Final EA Appendix 17D, page. 17D-43.

<sup>7</sup> Final EA Appendix 17D, page 17D-60.

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The same methodology described in Appendix 17D, “Technical Memorandum: Considerations for Environmental Justice Communities with Existing Pollution or Health Burdens,” was used to evaluate the adopted toll schedule for potential effects and identify the relevant “90 or 90” and “90 and 90” communities. The overall findings for the adopted toll schedule were as follows:

- **Potential Project Diversion Effects** - More balanced potential diversion effects when comparing environmental-justice-designated and non-environmental-justice-designated census tracts (as illustrated in Table 17D-11 with the adopted toll schedule added below). As shown in the table, for the 434 census tracts in the 10-county environmental justice study area that are within 300 meters of a highway, the Final EA predicted that 50 percent of the environmental justice-designated census tracts and 41 percent of the non-environmental justice-designated census tracts would have an increase in truck traffic proximity (a total of 205 tracts). Table 17D-11 also shows that 18 percent of environmental justice-designated census tracts and 19 percent of the non-environmental justice-designated census tracts would have a decrease in truck traffic proximity (a total of 79 tracts). For the adopted toll schedule, the number of census tracts affected by an increase in truck traffic proximity would be slightly higher (209 tracts), but the results would be more evenly distributed between non-environmental justice-designated tracts (47 percent) and environmental justice-designated tracts (49 percent) and the number of affected environmental justice-designated tracts would be lower than with the Final EA (151 rather than 154). The number of census tracts having a decrease in truck traffic proximity would be slightly lower (74 tracts); a greater number of environmental justice-designated census tracts would have a decrease (59 tracts rather than 56 tracts), and a smaller number of non-environmental justice-designated tracts would have a decrease (15 tracts rather than 23 tracts).
- **Intensity of Potential Truck-Traffic Increases** - Lower intensities of truck-traffic proximity increases in “90 and 90” and “90 or 90” environmental justice-designated census tracts. This is illustrated in Table X.1, which provides the minimum, average, and maximum increase in truck-traffic proximity for the “90 and 90” and “90 or 90” environmental justice-designated census tracts for Final EA Tolling Scenario E and the adopted toll schedule. As described in Final EA Appendix 17D, “the change in truck traffic proximity for each environmental justice census tract is equal to the difference between truck AADT on freeways and interstates in the CBD Tolling Alternative and the No Build Alternative, as forecasted in the BPM, within 300 meters (approximately 1,000 feet) of the population-weighted census tract centroid, divided by distance in meters.”<sup>8</sup> For both types of environmental justice-designated census tracts, the average increase and maximum increase in truck-traffic proximity that would occur with the adopted toll schedule would be smaller than with Final EA Tolling Scenario E.
- **Location of Tracts and Communities with Potential Truck Traffic Effects** - Small differences in the tracts and communities where potential truck diversion effects would occur from those described in the Final EA, as illustrated in Table X.2 and subsequent tables.

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<sup>8</sup> See Final EA, Appendix 17D, Section 17D-6.1.1, page 17D-43. For further description of traffic proximity in US EPA’s EJScreen, calculation methods, and how to interpret the measure, see Final EA, Appendix 17D, Section 17D-4, pp. 17D-14 and 17D-15, Section 17D-6.1.1, p. 17D-43, Sections 17D-6.1.3 and 17D-6.1.4, p. 17D-44.

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- No new “90 and 90” communities identified for place-based mitigation (as illustrated in Table 17D-17 with the adopted toll schedule added, below)
  - One new “90 and 90” tract within the already identified High Bridge–Morrisania, Bronx County community identified for place-based mitigation (included in Table 17D-17 and in an updated version of Final EA Figure 17D-18 reflecting the adopted toll schedule)
  - One less “90 or 90” community identified for regional mitigation (Ridgewood–Forest Hills, Queens County, removed from Table 17D-15 with the adopted toll schedule added, below)
  - Three new “90 or 90” communities identified with potential truck traffic proximity decreases (Bayside—Little Neck and Long Island City—Astoria, Queens County; Belleville, Essex County; added to Table 17D-14 with the adopted toll schedule added, below), and one community identified for potential truck traffic proximity decreases under Scenario E but not under the adopted toll structure (Downtown—Heights—Slope/Park Slope, Kings County; removed from Table 17D-14).
  - Three new “90 or 90” tracts with potential truck traffic proximity decreases in communities already identified with potential truck traffic proximity decreases (included in Table 17D-14 below)
  - Three new tracts in “90 or 90” communities with potential truck traffic proximity increases of a low intensity (as illustrated in Table X.1 and X.3 below and included in Table 17D-15), which would benefit from the regional mitigation measures of expanding the NYC Clean Trucks and NYCDOT Off-Hours Delivery Programs. Note that these three new “90 or 90” tracts include the new “90 and 90” tract in High Bridge–Morrisania
  - In the Final EA, Tables 17D-14, 17D-15, and 17D-17 depicted the baseline numbers of trucks traveling through or adjacent to these communities by including estimates of pre-existing truck average annual daily traffic volumes (AADT) on some highways, as examples, under the No Action Alternative. The tables also described the potential change in truck volumes under Tolling Scenario E, and the percentage change of the AADT. The versions of those tables below (with the adopted toll schedule added) present these truck-volume data as well.<sup>9</sup>
- **Intensity of Potential Non-Truck-Traffic Increases** - Non-truck traffic increases would be of a lower intensity, as illustrated in Table X.4, which provides the minimum, average, and maximum increase in truck-traffic proximity for environmental justice-designated census tracts for Final EA Tolling Scenarios E and G, as well as the adopted toll schedule. As described in Final EA Appendix 17D, non-truck traffic proximity uses the same calculation method used for truck-traffic proximity.<sup>10</sup> The average and

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<sup>9</sup> As noted in the Final EA, Appendix 17D, Section 17D-6.1.4., in some cases, nearby roadways will show decreases in truck AADT when truck traffic proximity increases, and vice versa. This occurs because of the distance weighting that is part of calculating changes in truck traffic proximity. A nearby roadway may show a net increase in truck traffic AADT, but the center of a census tract's population may be closer to a portion of the roadway with estimated decreases in truck volumes, meaning that exposure to emissions and truck traffic proximity decreases (footnote 102, p. 17D-50).

<sup>10</sup> Section 17D-6.1.5, p. 17D-56.

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maximum non-truck-traffic proximity increases that would occur with the adopted toll schedule are all smaller than with the Final EA Tolling Scenario E or G.

- **Location of Tracts and Communities with Potential Non-Truck Traffic Effects** - Small differences in the tracts and communities where potential non-truck diversion effects would occur, without potential truck effects, from those described in the Final EA, as illustrated in Tables 17D-12 and 17D-13 with the adopted toll schedule added below.
  - No new communities with potential non-truck traffic increases but without truck-traffic increases.
  - Four new tracts in overburdened communities with potential non-truck traffic increases, without truck-traffic proximity increases which did not appear under Tolling Scenarios E or G as illustrated in Table X.5. Two of these four tracts had potential increases in non-truck traffic under Tolling Scenarios E and G but also had increase in truck-traffic proximity. **Under the adopted toll schedule, these tracts do not have potential truck-traffic proximity increases, and so appear as having potential non-truck effects.**
  - In the Final EA, Tables 17D-12 and 17D-13 provide data about some of the adjacent roadways where non-truck volume decreases could occur, including estimates of average annual daily non-truck AADT on highways under the No Action Alternative, modeled changes in non-truck AADT with CBDTP, and the percentage that this change would represent from the No Action Alternative. Table 17D-12&13 (presented below with the adopted toll schedule added), present these AADT data as well.<sup>11</sup>

<sup>11</sup> As noted in the Final EA, Appendix 17D, Tables 17D-12 and 17D-13, and similar to tables describing truck traffic proximity increases, in some cases, nearby roadways will show decreases in non-truck AADT when truck traffic proximity increases, and vice versa. This occurs because of the distance weighting that is part of calculating changes in truck traffic proximity. A nearby roadway may show a net increase in truck traffic AADT, but the center of a census tract's population may be closer to a portion of the roadway with estimated decreases in truck volumes, meaning that exposure to emissions and truck traffic proximity decreases.



**Final EA Table 17D-11. Summary of Project Effects on Truck Traffic Proximity (Tolling Scenario E), With the Adopted Toll Schedule**

TYPE OF HIGHWAY TRUCK TRAFFIC PROXIMITY CHANGES RESULTING FROM THE PROJECT	NUMBER OF TRACTS WITH PRE-EXISTING AIR POLLUTANT OR CHRONIC DISEASE BURDENS WITHIN 300 METERS OF A HIGHWAY						% OF COMMUNITY TYPE AFFECTED			
	FINAL EA SCENARIO E			ADOPTED TOLL SCHEDULE			FINAL EA SCENARIO E		ADOPTED TOLL SCHEDULE	
	NON-ENVIRONMENTAL JUSTICE TRACTS	ENVIRONMENTAL JUSTICE TRACTS	TOTAL TRACTS	NON-ENVIRONMENTAL JUSTICE TRACTS	ENVIRONMENTAL JUSTICE TRACTS	TOTAL TRACTS	NON-ENVIRONMENTAL JUSTICE TRACTS	ENVIRONMENTAL JUSTICE TRACTS	NON-ENVIRONMENTAL JUSTICE TRACTS	ENVIRONMENTAL JUSTICE TRACTS
Tracts with Decrease in Truck Traffic Proximity	23	56	79	15	59	74	19%	18%	12%	19%
Tracts with No Change in Truck Traffic Proximity	49	101	150	50	101	151	40%	32%	41%	32%
Tracts with Increase in Truck Traffic Proximity	51	154	205	58	151	209	41%	50%	47%	49%
Total Tracts	123	311	434	123	311	434	100%	100%	100%	100%

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

**Table X.1 Range of Truck-Traffic Proximity Increases for Environmental Justice-Designated Overburdened Tracts, Final EA and Adopted Toll Schedule**

TOPIC	LOCATION	DATA SHOWN IN TABLE	FINAL EA SCENARIO E	ADOPTED TOLL SCHEDULE
Increases in truck traffic proximity, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases	90 AND 90 Environmental Justice-Designated Census Tracts (Place-Based)	Minimum Increase	0.21	0.13
		Average Increase	6.80	4.85
		Maximum Increase	122.71	72.13
		Minimum Increase	0.01	0.02
		Average Increase	7.50	4.99

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## Central Business District (CBD) Tolling Program Reevaluation

	90 OR 90 Environmental Justice-Designated Census Tracts (Regional)	Maximum Increase	122.71	72.13
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Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

**Table X.2 Summary of Environmental Justice Tracts and Communities That May Need Mitigation (Tolling Scenario E), with the Adopted Toll Schedule**

TOPIC	LOCATION	DATA SHOWN IN TABLE	FINAL EA SCENARIO E	ADOPTED TOLL SCHEDULE
Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases	<b>90 AND 90 (Place-Based)</b>	<b>Total Communities</b>	<b>13*</b>	<b>13*</b>
		<b>Total Tracts</b> (Black indicates new tracts in already-identified communities, grey in parentheses are tracts that were removed compared to the Final EA)	<b>56</b>	<b>57</b> 1 additional tract in High Bridge-Morrisania, Bronx, NY
		<b>Communities Added (Relative to Final EA Tolling Scenario E)</b>	--	none
		<b>Communities Removed (Relative to Final EA Tolling Scenario E)</b>	--	none
Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases	<b>90 OR 90 (Regional)</b>	<b>Total Communities</b>	<b>38</b>	<b>37</b>
		<b>Total Tracts</b> (Black indicates new tracts in already-identified communities, grey in parentheses are tracts that were removed compared to the Final EA)	<b>154</b>	<b>151</b> 1 additional tract in High Bridge-Morrisania, Bronx, NY (same as "90 AND 90" tract above) 1 additional tract in Downtown Brooklyn-Fort Greene / Downtown-Heights-Slope, Kings, NY 1 additional tract in Southwest Queens, Queens, NY (1 less tract in Bayside-Little Neck, Queens, NY) (1 less tract in Flushing-Clearview, Queens, NY) (1 less tract in Long Island City-Astoria, Queens, NY) (1 less tract in Ridgewood-Forest Hills, Queens)

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				(1 less tract in Southeast Queens, Queens, NY) (1 less tract in Newark, Essex, NJ)
		Communities Added (Relative to Final EA Tolling Scenario E)	--	none
		Communities Removed (Relative to Final EA Tolling Scenario E)	--	1 (Ridgewood-Forest Hills, Queens, NY is removed)

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

- This table summarizes results analogous to those found in Final EA Tables 17D-15 and 17D-17 in Appendix 17D. Detailed versions of those tables with the adopted toll schedule added are provided later in this section of the reevaluation.
- \* Final EA Table 17D-17 for Tolling Scenario E grouped the 13 identified communities into 11 table rows: High Bridge – Morrisania was grouped with “Crotona–Tremont” in one line because tracts in both communities would have potential effects from truck traffic on the Cross Bronx Expressway. Hunts Point–Mott Haven and Pelham–Throgs Neck were also grouped in one line because tracts in both communities would have potential effects from truck traffic on the Bruckner Expressway. City of Orange, East Orange, and Newark were also grouped in one line because tracts in these three communities would have potential effects from truck traffic on I-280. Finally, Table 17D-17 did not show Tract 3009 in North Hempstead, Nassau County. As noted, “[p]otential truck volume increases and decreases on roadways within the tract would ultimately cancel each other out and result in no change of truck traffic proximity for the residential populations within the tract.”

Table X.3 Change in Truck Traffic Proximity for Overburdened Environmental Justice-Designated Tracts That Would Have Increases Under the Adopted Toll Schedule But Decreases in Final EA Tolling Scenario E

LOCATION	TRUCK TRAFFIC PROXIMITY CHANGE		HIGHWAY	DAILY TRUCK VOLUME				
	FINAL EA SCENARIO E	ADOPTED TOLL SCHEDULE		NO ACTION (AADT)	FINAL EA SCENARIO E		ADOPTED TOLL SCHEDULE	
					Change (AADT)	Change (%)	Change (AADT)	Change (%)

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Tract 189, Bronx, NY (High Bridge–Morrisania, 90 AND 90)	-0.41	0.94	Major Deegan Expwy	14,106	128*	1%*	240	2%
Tract 143, Kings, NY (Downtown–Heights–Slope / Park Slope, 90 OR 90)	-0.60	0.69	Prospect Expwy	4,509	-12	-0.3%	43	1%
Tract 814, Queens, NY (Southwest Queens, 90 OR 90)	-0.40	1.05	Van Wyck Expwy	4,272	-126	-3%	13	0.3%

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

\* Under Tolling Scenario E, truck traffic proximity would decrease in this census tract even though AADT would increase, because the center of its population is near a portion of the highway where modeling indicates that non-truck traffic could decrease.

**Table X.4. Range of Non-Truck-Traffic Proximity Increases for Environmental Justice-Designated Overburdened Tracts Where Truck Traffic Proximity Would Not Also Increase**

TOPIC	LOCATION	DATA SHOWN IN TABLE	FINAL EA SCENARIO E	FINAL EA SCENARIO G	ADOPTED TOLL SCHEDULE
Increases in non-truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases, but where truck traffic would not also increase	80 OR 66.66 Environmental Justice Designated Census Tracts	Minimum	0.31	0.03	0.08
		Average	22.69	26.37	12.69
		Maximum	216.02	316.77	159.61

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

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Table X.5. Change in Non-Truck Traffic Proximity for Overburdened Environmental Justice-Designated Tracts Without Truck-Traffic Proximity Increases Under the Adopted Toll Schedule, and which Did Not Appear Under Tolling Scenarios E and G

LOCATION	NON-TRUCK TRAFFIC PROXIMITY CHANGE			HIGHWAY	NON-TRUCK					
					SCENARIO E		SCENARIO G		ADOPTED TOLL SCHEDULE	
	SCENARIO E	SCENARIO G	ADOPTED TOLL SCHEDULE		CHANGE (AADT)	CHANGE (%)	CHANGE (AADT)	CHANGE (%)	CHANGE (AADT)	CHANGE (%)
Tract 334, Bronx County, NY (Fordham–Bronx Park)*	-6.75	-4.57	0.34	Bronx River Pkwy	-334	-0.3%	-102	-0.1%	-19	-0.02%
Tract 68, Bronx County, NY (Pelham–Throgs Neck)	-1.43	-0.02	0.08	Bronx River Pkwy	-168	-0.3%	-8	0.0%	12	0.02%
Tract 1571.02, Queens County, NY (Southeast Queens)**	9.43	12.32	11.28	Cross Island Pkwy	463	0.4%	714	0.6%	802	0.7%
Tract 96, Essex County, NJ (Newark)***	2.08	1.80	3.30	McCarter Hwy (NJ Rt 21)	470	1%	404	1%	779	2%

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

- \* Closer examination indicates that this tract is predicted to have an increase in non-truck traffic proximity under Scenario E and the adopted toll structure; though the portion of the Bronx River Pkwy passing through the tract is predicted to see a net decrease in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase
- \*\* Under Tolling Scenario E (as noted in Final EA Tables 17D-10 and 17D-15), as well as under Tolling Scenario G, Census Tract 1571.02, Queens County shows a potential non-truck traffic proximity increase, but it also shows a potential truck traffic proximity increase due to an increase of less than 1 truck per day on a Cross Island Parkway service road. Because of this small, potential truck traffic proximity increase, this tract was included in Table 17D-15 along with other tracts showing potential truck-traffic proximity increases under Tolling Scenario E. Under the adopted toll schedule, the potential increase in truck traffic proximity is zero, which is why Census Tract 1571.02, Queens County appears in this table
- \*\*\* Under Tolling Scenarios E and G, Census Tract 96, Essex County, has potential increases in both truck and non-truck traffic proximity. Thus, the tract did not appear in Final EA Tables 17D-12 and 17D-13. Under the adopted toll schedule, the tract has potential truck-traffic proximity decreases, which is why it appears in this table

**Final EA Table 17D-12 & 17D-13. Environmental Justice Tracts and Communities That Could Experience Non-Truck Traffic Proximity Increases without Truck Traffic Proximity Increases under the Adopted Toll Schedule with Scenarios E & G**

This table shows the number of environmental justice-designated tracts in each community with at least one pre-existing pollutant (80th percentile) or chronic disease burden (66.66th percentile). Blue shading behind the numbers of tracts under Tolling Scenarios E and G indicates that the corresponding community is not identified in the table of communities having highly burdened environmental justice-designated tracts with potential truck-traffic proximity increases under Tolling Scenario E (Final EA Table 17D-10). **For the adopted toll schedule, blue shading also appears behind the number of tracts to indicate that the corresponding community is not identified in the table of communities having highly burdened environmental justice-designated tracts with potential truck-traffic proximity increases under the adopted toll schedule.**

COUNTY	COMMUNITY	NUMBER OF TRACTS BY NUMBER OF PRE- EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE)			HIGHWAY	FINAL EA SCENARIO E			FINAL EA SCENARIO G			ADOPTED TOLL SCHEDULE		
		FINAL EA SCENARIO E	FINAL EA SCENARIO G	ADOPTED TOLL SCHEDULE		DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)
Bronx, NY	Fordham–Bronx Park	3	8	8	Bronx River Pkwy	95,415	-17	-0.02%	95,415	301	0.3%	105,451	10	0.01%
					Mosholu Pkwy	49,364	183	0.4%	49,364	291	1%	49,364	393	1%
	Kingsbridge–Riverdale**	1	2	1	Bronx River Pkwy	88,312	158	0.2%	88,312	502	1%	88,312	355	0.4%
					Henry Hudson Pkwy	52,188	-2,013	-4%	52,188	-1,338	-3%	52,188	-1,226	-2%
					Major Deegan Expwy	137,804	-2,620	-2%	137,804	-1,650	-1%	138,304	-2,256	-2%
					Mosholu Pkwy	70,125	-631	-1%	70,125	-125	-0.2%	70,125	-210	-0.3%
	Northeast Bronx***	5	4	5	Bronx River Pkwy	88,312	158	0.2%	88,312	502	1%	88,312	355	0.4%
					Hutchinson River Pkwy	139,000	-132	-0.1%	Community does not have tracts with potential traffic increases adjacent to Hutchinson River Pkwy			139,000	90	0.1%
					New England Thruway	114,329	-2,330	-2%	Community does not have tracts with potential traffic increases adjacent to New England Thruway			114,329	-1,963	-2%
	Pelham–Throgs Neck		5	1	Bronx River Pkwy	Community does not have tracts with potential traffic increases adjacent to Bronx River Pkwy			Community does not have tracts with potential traffic increases adjacent to Bronx River Pkwy			51,051	12	0.02%
Cross Bronx Expwy Ext					All tracts with non-truck traffic increases adjacent to Cross Bronx Expwy Ext also have truck-traffic proximity increases and are included in Table 17D-15			67,348	2,945	4%	Tract with non-truck traffic increases adjacent to Cross Bronx Expwy Ext also has truck traffic increases, and is included in Table 17D-15			
Kings, NY	Bensonhurst–Bay Ridge	7	5	Belt Pkwy	All tracts with non-truck traffic increases also have truck-traffic proximity increases and are included in Table 17D-15			102,954	215	0.2%	108,802	1,155	1%	
				Brooklyn Queens Expwy				53,564	2,128	4%	41,286	1,472	4%	
	Canarsie–Flatlands		2	2	Belt Pkwy	Community does not have tracts with potential traffic increases adjacent to Belt Pkwy			126,307	432	0.3%	126,307	756	1%
	Coney Island–Sheepshead Bay		7	7	Belt Pkwy	Community does not have tracts with potential traffic increases adjacent to Belt Pkwy			118,945	930	1%	118,945	1,124	1%
	East New York	1	1	1	Jackie Robinson Pkwy	87,492	1,440	2%	87,492	538	1%	87,492	1,382	2%
New York, NY	Central Harlem–Morningside Heights†		3	1	Harlem River Dr	Community does not have tracts with potential traffic increases adjacent to Harlem River Dr			122,662	1,037	1%	120,876	-315	-0.3%
	Lower Manhattan	1	1	1	FDR Dr	44,052	5,755	13%	44,052	3,137	7%	44,052	1,364	3%
	Union Square–Lower East Side (Lower East Side)	4	4	4	FDR Dr	107,507	7,672	7%	107,507	8,150	8%	107,507	7,609	7%

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COUNTY	COMMUNITY	NUMBER OF TRACTS BY NUMBER OF PRE- EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE)			HIGHWAY	FINAL EA SCENARIO E			FINAL EA SCENARIO G			ADOPTED TOLL SCHEDULE		
		FINAL EA SCENARIO E	FINAL EA SCENARIO G	ADOPTED TOLL SCHEDULE		DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)
Queens, NY	Flushing–Clearview	1	2	2	Cross Island Pkwy	110,139	295	0.3%	110,139	282	0.3%	110,139	597	1%
					Whitestone Expwy	Tract with non-truck traffic increases adjacent to Whitestone Expwy also has truck-traffic increases and is included in Table 17D-15			163,532	1,054	1%	163,532	115	0.07%
	Jamaica <sup>††</sup>	1	2	1	Belt Pkwy	155,884	-617	-0.4%	155,884	-165	-0.1%	Community does not have tracts with potential traffic increases adjacent to Belt Pkwy		
					JFK Expwy	34,513	7	0.02%	34,513	-262	-1%	Community does not have tracts with potential traffic increases adjacent to JFK Expwy		
					Nassau Expwy	66,009	-1,023	-2%	66,009	-977	-1%	Community does not have tracts with potential traffic increases adjacent to Nassau Expwy		
					Van Wyck Expwy	159,528	-138	-0.09%	159,528	751	0.5%	159,528	122	0.08%
	Ridgewood–Forest Hills	2	2	2	Jackie Robinson Pkwy	117,227	553	0.5%	117,227	512	0.4%	117,227	651	1%
	Southeast Queens	2	3	4	Belt Pkwy	157,617	53	0.03%	157,617	583	0.4%	157,617	321	0.2%
					Cross Island Pkwy	136,974	-41	-0.03%	136,974	526	0.4%	125,701	544	0.4%
					Hook Creek Blvd	3,356	26	0.8%	3,356	-19	-1%	3,356	-73	-2%
	Southwest Queens	1	3	2	Belt Pkwy	167,960	-1,855	-1%	167,960	841	1%	167,960	952	1%
					Nassau Expwy	Community does not have tracts with potential traffic increases adjacent to Nassau Expwy			32,379	-910	-3%	32,379	-631	-2%
					Van Wyck Expwy	132,116	534	0.4%	132,116	-535	-0.4%	Tract with non-truck traffic increases adjacent to Van Wyck Expwy also has truck traffic increases, and is included in Table 17D-15		
	West Queens	1	3	3	Grand Central Pkwy	Community does not have tracts with potential traffic increases adjacent to Grand Central Pkwy			109,447	859	1%	109,447	280	0.3%
					Long Island Expwy	184,144	1,108	0.6%	Community does not have tracts with potential traffic increases adjacent to Long Island Expwy			Community does not have tracts with potential traffic increases adjacent to Long Island Expwy		
Bergen, NJ	Fort Lee		2	1	I-95	All tracts with non-truck traffic increases adjacent to I-95 also have truck-traffic proximity increases and are included in Table 17D-15			136,411	9,431	7%	122,339	5,770	5%
					Palisades Interstate Pkwy	Community does not have tracts with potential traffic increases adjacent to Palisades Interstate Pkwy			64,897	1,616	2%	64,897	1,068	2%
					N Bergen Blvd (US-46)	All tracts with non-truck traffic increases adjacent to N Bergen Blvd (US-46) also have truck-traffic proximity increases and are included in Table 17D-15			46,580	3,170	7%	Community does not have tracts with potential traffic increases adjacent to N Bergen Blvd (US-46)		
Essex, NJ	Belleville <sup>†††</sup>	1		1	McCarter Hwy (NJ Rt 21)	45,515	525	1%	45,515	479	1%	45,515	821	2%
	East Orange	3	3	3	Garden State Pkwy	108,539	1,296	1%	108,539	1,252	1%	108,539	1,392	1%
					I-280	95,485	-1,958	-2%	95,485	-1,934	-2%	95,485	-1,702	-2%
	Irvington	6	6	6	Garden State Pkwy	121,204	1,475	1%	121,204	1,128	1%	121,204	1,363	1%
	Newark	1	1	2	Garden State Pkwy	128,342	1,279	1%	128,342	1,126	1%	128,342	1,398	1%

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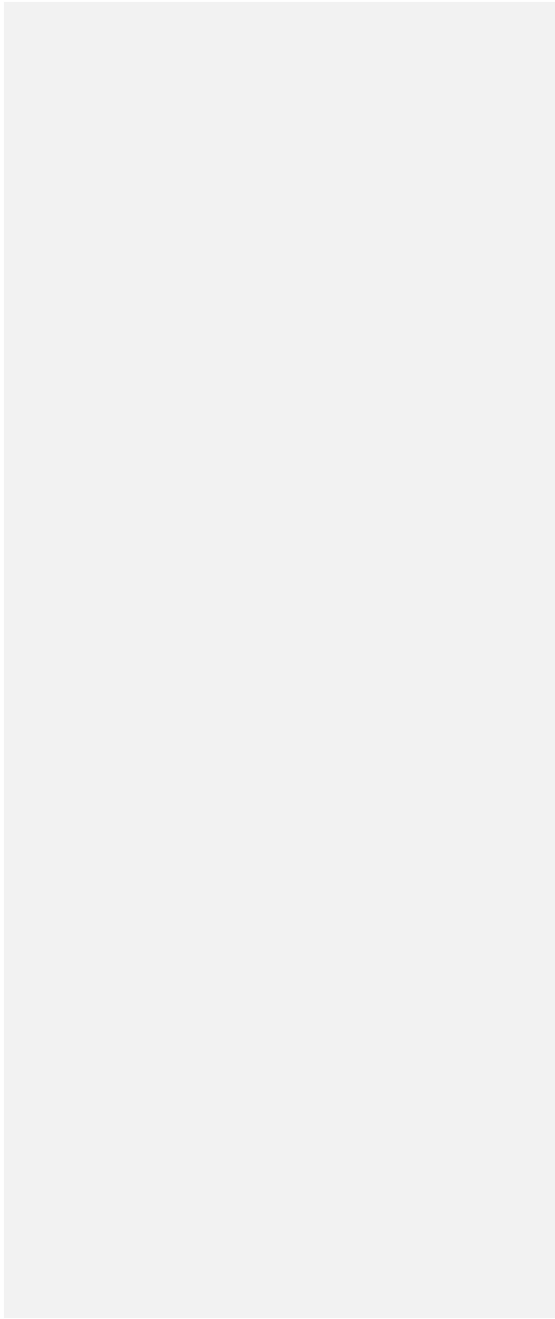
COUNTY	COMMUNITY	NUMBER OF TRACTS BY NUMBER OF PRE- EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE)			HIGHWAY	FINAL EA SCENARIO E			FINAL EA SCENARIO G			ADOPTED TOLL SCHEDULE		
		FINAL EA SCENARIO E	FINAL EA SCENARIO G	ADOPTED TOLL SCHEDULE		DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)	DAILY NON-TRUCK NO ACTION (AADT)*	DAILY NON-TRUCK CHANGE (AADT)	DAILY NON-TRUCK CHANGE (%)
					McCarter Hwy (NJ Rt 21)	Tract with non-truck traffic increases adjacent to McCarter Hwy (NJ Rt 21) also has truck-traffic proximity increases and is included in Table 17D-15			42,369	404	1%	42,369	779	2%
Union, NJ	Elizabeth§	2	3	3	I-95	115,637	-1,415	-1%	115,637	-379	-0.3%	115,637	-628	-1%
Nassau, NY	Hempstead	1	2	2	Cross Island Pkwy	141,039	-227	-0.2%	141,039	149	0.1%	141,039	234	0.2%
					Nassau Expwy	64,528	117	0.2%	64,528	6	0.01%	64,528	385	1%

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

- Results not shown for the following communities because no tracts appeared in these communities with potential non-truck traffic increases but without potential truck-traffic increases under the adopted toll schedule: Crotona–Tremont, Bronx County; High Bridge–Morrisania, Bronx County; Sunset Park, Kings County; Downtown–Heights–Slope, Kings County; Washington Heights–Inwood, New York County; Bayside–Little Neck, Queens County; Port Richmond, Richmond County; Hackensack, Bergen County; Palisades Park, Bergen County; Ridgefield, Bergen County; and Jersey City, Hudson County.
- \*In some cases, specific tracts with potential traffic increases along a certain highway and within a community and differ between Scenario E, Scenario G, and the adopted toll schedule. In these cases, the “No Action” AADT will differ because the section of the highway analyzed differs.
- \*\*Under Tolling Scenarios E and G, (as noted on Final EA Tables 17D-12 and 17D-13) as well as the adopted toll schedule, Census Tract 435, Bronx County is predicted to have an increase in non-truck traffic proximity; though highways passing through the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.
- \*\*\*Under Tolling Scenario E (as noted on Final EA Table 17D-12) and the adopted toll schedule, Census Tract 302, Bronx County is predicted to have an increase in non-truck traffic proximity under Tolling Scenario E and the adopted toll schedule; though highways adjacent to the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.
- †Under the adopted toll schedule, Census Tract 243.02, New York County, could see in increase in non-truck traffic proximity, even though AADT is predicted to decrease. Though the highway adjacent to the tract is predicted to see decreases in non-truck traffic, the center of its population is near a portion of the highway where modeling indicates that non-truck traffic could increase.
- ††Under Tolling Scenarios E and G (as noted in Final EA Tables 17D-12 and 17D-13), Census Tract 306, Queens County is predicted to have an increase in non-truck traffic proximity; though highways passing through the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.
- †††As noted in Final EA Table 17D-12, under Tolling Scenario E, Tract 144, Essex County has a small potential increase in truck traffic that produces a potential truck-traffic proximity change of less than one truck per meter distance.
- §Under Scenarios E & G (as noted in Final EA Tables 17D-12 and 17D-13) as well as under the adopted toll schedule, non-truck traffic proximity is predicted to increase in these census tracts, even though AADT is predicted to see a net decrease; the centers of population in each of the three tracts are closer to portions of the highway where modeling indicates non-truck traffic proximity could increase.





**Final EA Table 17D-14. Environmental Justice Tracts and Communities That Could Experience Truck Traffic Proximity Decreases (Tolling Scenario E), With the Adopted Toll Schedule (“90 or 90” Tracts and Communities)**

COUNTY	COMMUNITY	NUMBER OF TRACTS BY NUMBER OF POLLUTANT OR CHRONIC DISEASE BURDENS (90 <sup>TH</sup> PERCENTILE)		HIGHWAY	DAILY TRUCK VOLUME					
		FINAL EA SCENARIO E	ADOPTED TOLL SCHEDULE		FINAL EA SCENARIO E			ADOPTED TOLL SCHEDULE		
					NO ACTION (AADT)*	CHANGE (AADT)	CHANGE (%)	NO ACTION (AADT)*	CHANGE (AADT)	CHANGE (%)
Bronx, NY	Crotona–Tremont	5	5	Major Deegan Expwy	15,042	-643	-4%	15,042	-372	-2%
	Fordham–Bronx Park	1	1	Major Deegan Expwy	15,024	-686	-5%	15,024	-414	-3%
	High Bridge–Morrisania	3	2	Major Deegan Expwy	11,872	-165	-1%	11,803	-195	-2%
	Hunts Point–Mott Haven**	1	1	Bruckner Expwy	5,624	277	5%	5,624	263	5%
	Kingsbridge–Riverdale	7	7	Major Deegan Expwy	14,679	-595	-4%	14,679	-331	-2%
Kings, NY	Borough Park***	1	1	Ocean Pkwy	5,689	-11	-0.2%	5,689	64	1%
New York, NY	Chelsea–Clinton	1	1	Lincoln Tunnel	2,069	-155	-7%	2,069	-273	-13%
Queens, NY	Bayside–Little Neck		1	Long Island Expwy	Community does not have tracts with potential truck-traffic decreases adjacent to Long Island Expwy			18,049	-2	-0.01%
				Long Island Expwy	11,340	-290	-3%	11,340	-371	-3%
	Flushing–Clearview†	2	3	Whitestone Expwy	Community does not have tracts with potential truck-traffic decreases adjacent to Whitestone Expwy			7,929	174	2%
	Fresh Meadows	2	2	Long Island Expwy	11,542	-283	-2%	11,542	-357	-3%
	Jamaica	2	2	Van Wyck Expwy	7,487	-104	-1%	7,487	-60	-1%
	Long Island City–Astoria		1	Brooklyn Queens Expwy	Community does not have tracts with potential truck-traffic decreases adjacent to Brooklyn Queens Expwy			9,634	1,293	13%

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## Central Business District (CBD) Tolling Program Reevaluation

COUNTY	COMMUNITY	NUMBER OF TRACTS BY NUMBER OF POLLUTANT OR CHRONIC DISEASE BURDENS (90 <sup>TH</sup> PERCENTILE)		HIGHWAY	DAILY TRUCK VOLUME					
		FINAL EA SCENARIO E	ADOPTED TOLL SCHEDULE		FINAL EA SCENARIO E			ADOPTED TOLL SCHEDULE		
					NO ACTION (AADT)*	CHANGE (AADT)	CHANGE (%)	NO ACTION (AADT)*	CHANGE (AADT)	CHANGE (%)
				Long Island Expwy	Community does not have tracts with potential truck-traffic decreases adjacent to Long Island Expwy			3,115	-157	-5%
	Ridgewood–Forest Hills	5	6	Long Island Expwy	12,250	-153	-1%	12,250	-339	-3%
	Southwest Queens	2	1	Van Wyck Expwy	5,039	-102	-2%	7,049	-132	-2%
	West Queens	6	6	Brooklyn Queens Expwy East	2,303	-64	-3%	2,303	-28	-1%
				Long Island Expwy	12,443	-170	-1%	12,443	-338	-3%
Essex, NJ	Belleville		1	McCarter Hwy (NJ Rt 21)	Community does not have tracts with potential truck-traffic decreases adjacent to McCarter Hwy			5,499	-4	-0.1%
	Newark	9	10	I-78	13,535	-547	-4%	13,535	-425	-3%
				I-95	12,573	-124	-1%	12,573	-25	-0.2%
				McCarter Hwy	5,154	-23	-0.4%	5,168	-16	-0.3%
				US 1-9	7,274	-30	-0.4%	7,274	-74	-1%
				US 22	5,018	-24	-0.5%	5,018	-31	-1%
Hudson, NJ	Jersey City	2	2	I-78	1,538	-580	-38%	1,538	-361	-23%
	Union City	3	3	Pulaski Skwy	4,622	-142	-3%	4,622	-5	-0.1%
				NJ 495	7,813	-703	-9%	7,813	-863	-11%
Union, NJ	Union	2	2	I-78	8,569	-310	-4%	8,569	-239	-3%
				US 22	4,289	-1	-0.03%	4,289	-3	-0.1%
Nassau, NY	Hempstead	1	1	Nassau Expwy	1,708	-2	-0.1%	1,708	-1	-0.1%

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Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

Results are not shown for Downtown–Heights–Slope (Park Slope) because no tracts with potential truck-traffic proximity decreases appeared in this community under the adopted toll schedule.

- \* In some cases, specific tracts with potential traffic increases along a certain highway and within a community and differ between Scenario E, Scenario G, and the adopted toll schedule. In these cases, the “No Action” AADT will differ because the section of the highway analyzed differs.
- \*\* Under Tolling Scenario E (as noted in Final EA Table 17D-14) as well as the adopted toll schedule, truck traffic proximity is predicted to decrease in Census Tract 27.02, Bronx County, even though AADT on this highway shows a net increase. The center of the tract's population is near a portion of the highway where modeling indicates that truck traffic could decrease.
- \*\*\* Under the adopted toll schedule, Truck traffic proximity decreases in Census Tract 494, Kings County, even though AADT on this highway shows a net increase. Though the highway adjacent to the tract is predicted to see increases in truck traffic, the center of the tract's population is near a portion of the highway where modeling indicates that truck traffic could decrease.
- † Under the adopted toll schedule, Truck traffic proximity decreases in Census Tract 889.01, Queens County, even though AADT on the Whitestone Expwy shows a net increase. The center of the tract's population is near a portion of the highway where modeling indicates that truck traffic could decrease.

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**Final EA Table 17D-15. Environmental Justice Tracts and Communities That May Need Mitigation (Tolling Scenario E), With the Adopted Toll Schedule ("90 or 90" Tracts and Communities)**

COUNTY	COMMUNITY	NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90 <sup>TH</sup> PERCENTILE)		HIGHWAY	DAILY TRUCK VOLUME					
		FINAL EA SCENARIO E	ADOPTED TOLL SCHEDULE		FINAL EA SCENARIO E			ADOPTED TOLL SCHEDULE		
					NO ACTION (AADT)	CHANGE (AADT)	CHANGE (%)	NO ACTION (AADT)	CHANGE (AADT)	CHANGE (%)
Bronx, NY	Crotona–Tremont	16	16	Cross Bronx Expwy	21,819	168	1%	21,819	237	1%
	High Bridge–Morrisania	4	5	Cross Bronx Expwy	21,819	168	1%	21,819	237	1%
				Major Deegan Expwy	Community does not have tracts with potential truck-traffic increases adjacent to Major Deegan Expwy			14,106	240	2%
	Hunts Point–Mott Haven	11	11	Major Deegan & Bruckner Expwys	7,618	874	11%	7,618	695	9%
				Approach to RFK Bridge	9,868	1,339	14%	9,868	1,100	11%
	Northeast Bronx	1	1	New England Thruway	13,640	191	1%	13,640	106	1%
	Pelham–Throgs Neck	17	17	Cross Bronx Expwy Ext.	9,580	398	4%	9,580	388	4%
				Throgs Neck Expwy	4,194	50	1%	4,194	73	2%
				Bruckner Expwy	5,624	277	5%	5,624	263	5%
Kings, NY	Bensonhurst–Bay Ridge	2	2	Gowanus Expwy	8,328	495	6%	8,328	270	3%
	Downtown–Heights–Slope (Downtown Brooklyn–Fort Greene)*	8	9	Brooklyn Queens Expwy	14,107	891	6%	14,107	378	3%
				Prospect Expwy	Community does not have tracts with potential truck-traffic increases adjacent to Prospect Expwy			5,942	51	1%
	Greenpoint (South Williamsburg)**	7	7	Brooklyn Queens Expwy	15,762	878	6%	15,762	452	3%
	Sunset Park	15	15	Gowanus Expwy	10,015	632	6%	10,015	290	3%
New York, NY	East Harlem	2	2	Approach to RFK Bridge	1,513	1,556	103%	1,513	423	28%
	Randall's Island***	1	1	RFK Bridge on Randall's Island	12,432	3,170	25%	12,432	1,913	15%

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COUNTY	COMMUNITY	NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90 <sup>TH</sup> PERCENTILE)		HIGHWAY	DAILY TRUCK VOLUME					
		FINAL EA SCENARIO E	ADOPTED TOLL SCHEDULE		FINAL EA SCENARIO E			ADOPTED TOLL SCHEDULE		
					NO ACTION (AADT)	CHANGE (AADT)	CHANGE (%)	NO ACTION (AADT)	CHANGE (AADT)	CHANGE (%)
	Washington Heights–Inwood	3	3	Trans-Manhattan Expwy	17,370	385	2%	17,370	338	2%
Queens, NY	Bayside–Little Neck	5	4	Clearview Expwy	12,029	485	4%	12,029	480	4%
	Flushing–Clearview	2	1	Clearview Expwy	14,332	631	4%	14,332	602	4%
				Whitestone Expwy	7,929	455	6%	Community does not have tracts with potential truck-traffic increases adjacent to Whitestone Expwy		
	Jamaica	4	4	Van Wyck Expwy	8,876	303	3%	8,876	50	1%
	Long Island City–Astoria	7	6	Grand Central Pkwy	9,935	2,522	25%	9,935	1,447	15%
				Brooklyn Queens Expwy	12,572	1,982	16%	12,572	1,308	10%
				Long Island Expwy	5,247	260	5%	5,247	-96	-2%
	Southeast Queens <sup>+</sup>	2	1	Clearview Expwy	7,649	59	1%	7,649	67	1%
	Southwest Queens <sup>++</sup>	2	3	Van Wyck Expwy	7,264	12	0.2%	5,999	66	1%
	West Queens	9	9	Long Island Expwy	5,247	260	5%	5,247	-96	-2%
				Brooklyn Queens Expwy	8,657	1,696	20%	8,657	1,024	12%
Richmond, NY	Port Richmond	2	2	MLK Expwy	3,023	339	11%	3,023	84	3%
	Stapleton–St. George	1	1	Staten Island Expwy	8,625	763	9%	8,625	363	4%
Bergen, NJ	Fort Lee	2	2	I-95	21,427	368	2%	21,427	438	2%
				N Bergen Blvd (US-46)	6,499	312	5%	6,499	162	2%
				NJ Rt 4	12,413	35	0.3%	12,413	105	1%
	Hackensack	1	1	I-80	15,034	208	1%	15,034	68	0.5%
	Ridgefield Park Village	1	1	US-46	3,202	195	6%	3,202	44	1%

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## Central Business District (CBD) Tolling Program Reevaluation

COUNTY	COMMUNITY	NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90 <sup>TH</sup> PERCENTILE)		HIGHWAY	DAILY TRUCK VOLUME					
					FINAL EA SCENARIO E			ADOPTED TOLL SCHEDULE		
		FINAL EA SCENARIO E	ADOPTED TOLL SCHEDULE		NO ACTION (AADT)	CHANGE (AADT)	CHANGE (%)	NO ACTION (AADT)	CHANGE (AADT)	CHANGE (%)
	Palisades Park	1	1	US-1-9-46	2,854	344	12%	2,854	70	2%
	Lodi	1	1	I-80	9,976	164	2%	9,976	211	2%
				NJ Rt 17	9,387	345	4%	9,387	258	3%
				US-46	4,420	13	0.3%	4,420	8	0.2%
	Paramus	1	1	NJ Rt 17	8,890	335	4%	8,890	201	2%
				NJ Rt 4	7,300	3	0.04%	7,300	-42	-1%
	Ridgefield	1	1	I-95	10,644	266	2%	10,644	66	1%
				US-9	2,905	48	2%	2,905	29	1%
Essex, NJ	East Orange	1	1	I-280	5,688	115	2%	5,688	137	2%
	Newark	6	5	McCarter Hwy (NJ Rt 21)	6,381	17	0.3%	Community does not have tracts with potential truck-traffic increases adjacent to McCarter Hwy (NJ Rt 21)		
				I-280	6,425	117	2%	6,425	138	2%
	West Orange	1	1	I-280	5,618	116	2%	5,618	136	2%
	City of Orange	2	2	I-280	5,722	115	2%	5,722	135	2%
Hudson, NJ	Bayonne	4	4	NJ Rt 440	7,432	443	6%	7,432	238	3%
	Harrison	2	2	I-280	6,951	118	2%	6,951	155	2%
	Jersey City	5	5	Tonnelle Ave	4,461	540	12%	4,461	479	11%
				NJ Rt 139	3,571	207	6%	3,571	341	10%
	Kearny	1	1	I-280	6,954	107	2%	6,954	154	2%
				NJ Rt 9	11,481	359	3%	11,481	260	2%
Nassau, NY	North Hempstead	2	2	Long Island Expwy	7,744	3	0.04%	7,744	3	0.04%

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Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

Results are not shown for Ridgewood–Forest Hills because no tracts with potential truck-traffic proximity increases appeared in this community under the adopted toll schedule.

In the Final EA, No Build truck AADT and Scenario E truck AADT change were miscalculated for a few portions of highways described in Tables 17D-15. This table includes corrected values. These corrections do not change the conclusions of the Final EA, as potential truck-traffic proximity increases of any magnitude were used to identify tracts and communities for potential effects and mitigation.

\* As noted in Final EA, Appendix D to Appendix 17D, Part of the Downtown–Heights–Slope UHF neighborhood but labelled “Downtown Brooklyn-Fort Greene” to further specify location.

\*\* As noted in Final EA, Appendix D to Appendix 17D, Part of the Greenpoint UHF neighborhood, but labeled as “South Williamsburg” to further specify location.

\*\*\* As noted in Final EA, Appendix D to Appendix 17D, part of the East Harlem UHF neighborhood, but labeled as “Randall’s Island” to further specify location.

† Under Tolling Scenario E (as noted in Final EA Tables 17D-10 and 17D-15), Census Tract 1571.02, Queens County, a truck traffic proximity increase is predicted due to an increase of less than 1 truck per day on a Cross Island Parkway service road under Tolling Scenario E; the tract does not have potential truck-traffic proximity increases under the adopted toll schedule.

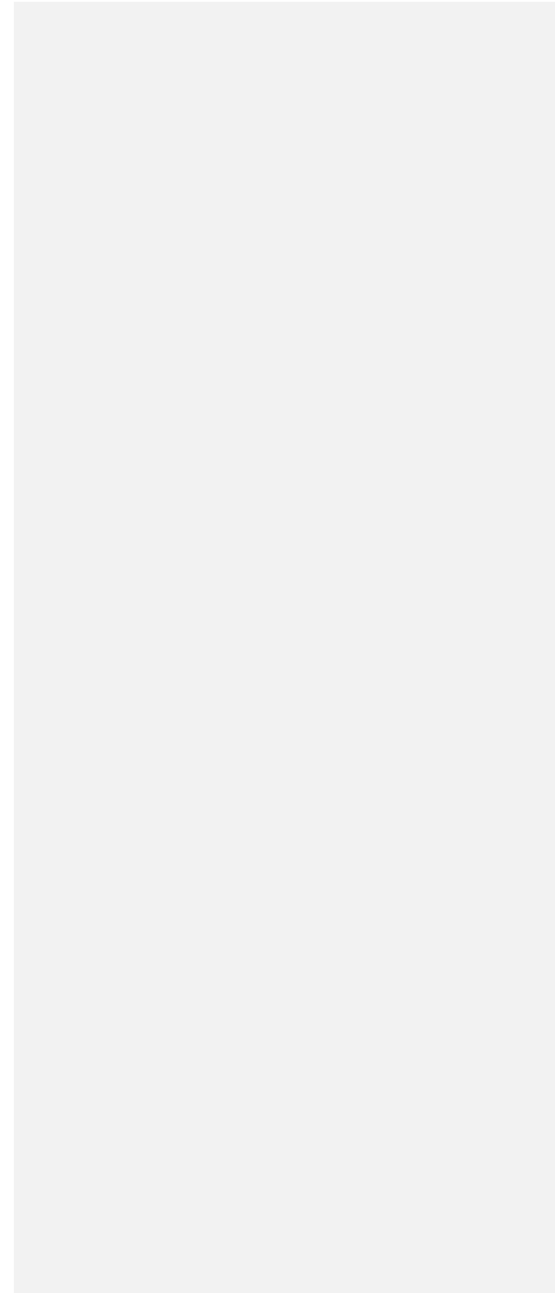
†† No Action AADT differs between Tolling Scenario E and adopted toll schedule on the Van Wyck Expwy because an additional tract with potential truck-traffic proximity increases under adopted toll schedule extends the length of the highway along which the No Action AADT was measured.

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**Final EA Table 17D-17. Environmental Justice Tracts and Communities That Would Merit Place-Based Mitigation (Scenario E), With the Adopted Toll Schedule ("90 and 90" Tracts and Communities)**

COUNTY	MAP MARKER	COMMUNITY	NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT AND CHRONIC DISEASE BURDEN		HIGHWAYS	DAILY TRUCK VOLUME					
			FINAL EA SCENARIO E	ADOPTED TOLL SCHEDULE		FINAL EA SCENARIO E			ADOPTED TOLL SCHEDULE		
						No Action (AADT)	Change (AADT)	Change (%)	No Action (AADT)	Change (AADT)	Change (%)
Bronx, NY	1	High Bridge–Morrisania and Crotona–Tremont	18	18	Cross Bronx Expwy	21,819	168	0.8%	21,819	237	1.1%
			0	1	Major Deegan Expwy	Community does not have tracts with potential truck traffic increases adjacent to Major Deegan Expwy			14,106	240	1.7%
	2	Hunts Point–Mott Haven/Pelham–Throgs Neck	14	14	Bruckner Expwy	5,624	277	4.9%	5,624	263	4.7%
	3	Hunts Point–Mott Haven	3	3	Major Deegan & Bruckner Expwys	7,618	874	11.5%	7,618	695	9.1%
			1*	1*	Approach to RFK Bridge	9,868	1,339	13.6%	9,868	1,100	11.1%
	4	Pelham–Throgs Neck	1	1	Throgs Neck Expwy	4,194	50	1.2%	4,194	73	1.7%
			1	1	Cross Bronx Expwy Ext.	9,580	398	4.2%	9,580	388	4.1%
New York, NY	5	Northeast Bronx	1	1	New England Thruway	13,640	191	1.4%	13,640	106	0.8%
	6	East Harlem	2	2	RFK Bridge Approach at E 125th St	1,702	1,924	113.0%	1,702	672	39.5%
	7	Randall's Island**	1	1	RFK Bridge on Randall's Island	12,432	3,170	25.5%	12,432	1,913	15.4%
Kings, NY	8	Downtown–Heights–Slope (Downtown Brooklyn–Fort Greene)***	3	3	Brooklyn Queens Expwy	14,107	891	6.3%	14,107	378	2.7%
	9	Greenpoint (South Williamsburg)†	4	4	Brooklyn Queens Expwy	15,870	853	5.4%	15,870	428	2.7%
Essex, NJ	10	Orange–East Orange–Newark	6	6	I-280	6,106	116	1.9%	6,106	137	2.2%
Bergen, NJ	11	Fort Lee	1	1	I-95/George Washington Bridge	14,768	195	1.3%	14,768	231	1.6%

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Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

As in Final EA Table 17D-17, this table lists the 13 identified communities under both Tolling Scenario E and the adopted toll schedule into 11 rows. Census Tract 3009, Nassau County, not shown. As noted in Final EA, Table 17D-17, “closer examination indicates that this tract is shown with a potential increase in truck traffic proximity under Tolling Scenario E; though roadways passing through the tract have the potential to see decreases in truck traffic, the center of its population is near [a portion of] a roadway where modeling indicates that truck traffic could increase.”

In the Final EA, No Build truck AADT and Scenario E truck AADT change were miscalculated for a portion of a highway described in Table 17D-17. This table includes corrected values. These corrections do not change the conclusions of the Final EA, as potential truck-traffic proximity increases of any magnitude were used to identify tracts and communities for potential effects and mitigation.

- \* Census Tract 27.01, Bronx County, immediately north of junction between RFK Bridge approach and Bruckner Expwy; tract also included in row for Major Deegan & Bruckner Expwys above.
- \*\* As noted in Final EA, Appendix D to Appendix 17D, part of the East Harlem UHF neighborhood, but labeled as “Randall’s Island” to further specify location.
- \*\*\* As noted in Final EA, Appendix D to Appendix 17D, Part of the Downtown–Heights–Slope UHF neighborhood but labelled “Downtown Brooklyn-Fort Greene” to further specify location.
- † As noted in Final EA, Appendix D to Appendix 17D, Part of the Greenpoint UHF neighborhood, but labeled as “South Williamsburg” to further specify location.

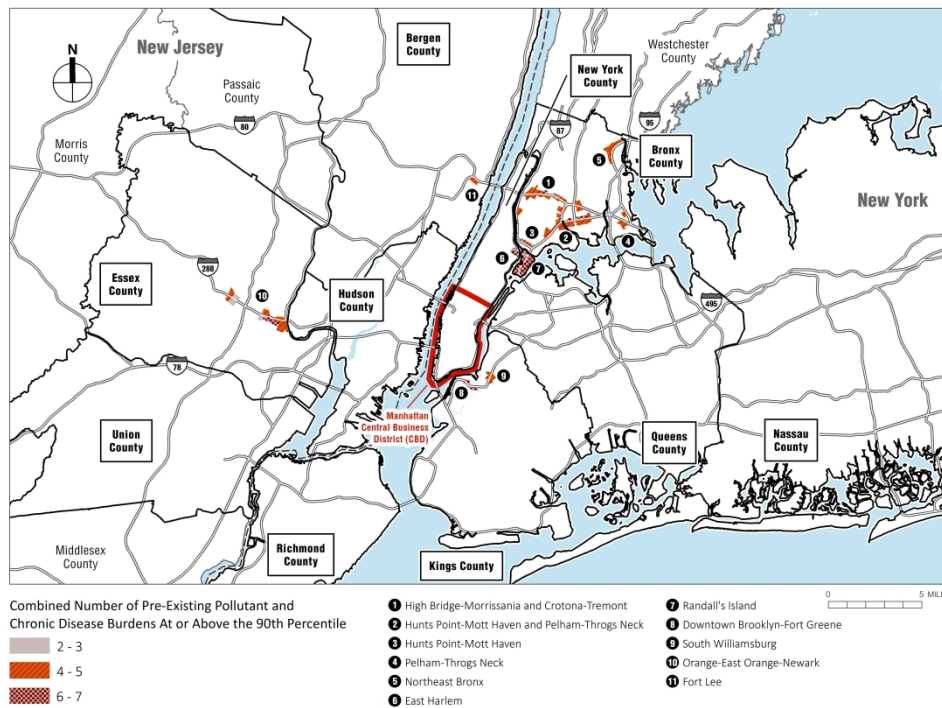
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## Central Business District (CBD) Tolling Program Reevaluation

**Figure 17D-18. Environmental Justice Census Tracts with High Pre-Existing Pollutant and Chronic Disease Burdens Where Truck Traffic Proximity Could Potentially Increase (Adopted Toll Schedule)**



Source: USEPA NATA and Agency Air Quality System via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJ 2022 data; BPM, WSP 2023.

Note: Percentiles are national. Census Tract 3009, Nassau County not shown. Potential truck volume increases and decreases on roadways within the tract would ultimately cancel each other out and result in no change of truck traffic proximity for the residential populations within the tract.

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Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO								POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL SCHEDULE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G						
17 – Environmental Justice	Low-income drivers	The EA as published in August 2022 found the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers to the Manhattan CBD who do not have a reasonable alternative for reaching the Manhattan CBD. With further analysis of the population affected and the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on low-income drivers.	28-county study area	Narrative	The increased cost to drivers would occur under all tolling scenarios.								Yes	<p><b>Mitigation needed.</b> The Project will include a tax credit for CBD tolls paid by residents of the Manhattan CBD whose New York adjusted gross income for the taxable year is less than \$60,000. TBTA will coordinate with the New York State Department of Taxation and Finance (NYS DTF) to ensure availability of documentation needed for drivers eligible for the NYS tax credit.</p> <p>TBTA will post information related to the tax credit on the Project website, with a link to the appropriate location on the NYS DTF website to guide eligible drivers to information on claiming the credit.</p> <p>TBTA will eliminate the \$10 refundable deposit currently required for E-ZPass customers who do not have a credit card linked to their account, and which is sometimes a barrier to access.</p> <p>TBTA will provide enhanced promotion of existing E-ZPass payment and plan options, including the ability for drivers to pay per trip (rather than a pre-loaded balance), refill their accounts with cash at participating retail locations, and discount plans already in place, about which they may not be aware.</p> <p>TBTA will coordinate with MTA to provide outreach and education on eligibility for existing discounted transit fare products and programs, including those for individuals 65 years of age and older, those with disabilities, and those with low incomes, about which many may not be aware.</p> <p>The Project Sponsors commit to establishing an Environmental Justice Community Group that will meet on a quarterly basis, with the first meeting taking place prior to Project implementation, to share updated data and analysis and hear about potential</p>	Incorporating the identified mitigation, no disproportionately high and adverse effect would occur on low-income drivers.	No (with identified mitigation)	No change in identified mitigation needed. The adopted toll schedule incorporates the mitigation commitments of the Final EA.

Commented [PM(13)]: There are some things that you have done - extended and reduced overnight period and toll. Please describe. Please also describe the increase in low income discount etc.

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EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL SCHEDULE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
													<p>concerns. As it relates to environmental justice, the Project Sponsors will continue providing meaningful opportunities for participation and engagement by sharing updated data and analysis, listening to concerns, and seeking feedback on the toll setting process.</p> <p>TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD toll structure; this will benefit low-income drivers who travel during that time.</p> <p>For five years, TBTA commits to a Low-Income Discount Plan for low-income frequent drivers who will benefit from a 25 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).</p> <p><b>Enhancement</b></p> <p>TBTA will coordinate with MTA NYCT to improve bus service in areas identified in the EA as the Brooklyn and Manhattan Bus Network Redesigns move forward.</p>			

Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL SCHEDULE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
17 – Environmental Justice	Taxi and FHV drivers	The EA as published in August 2022 found a potential disproportionately high and adverse effect would occur to taxi and FHV drivers in New York City, who largely identify as minority populations, in tolling scenarios that toll their vehicles more than once a day. This would occur in unmodified Tolling Scenarios A, D, and G; for FHV drivers, it would also occur in Tolling Scenarios C and E. The adverse effect would be related to the cost of the new CBD toll and the reduction of VMT for taxis and FHV, which would result in a decrease in revenues that could lead to losses in employment. With the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on taxi and FHV drivers.	New York City	Narrative	Potential adverse effect would occur in Tolling Scenarios A, D, and G, which would not have caps or exemptions for taxis and FHV drivers.							Yes	Mitigation needed. TBTA will ensure that a toll structure with tolls of no more than once per day for taxis or FHV is included in the final CBD toll structure.	No disproportionately high and adverse effect would occur on New York City taxi and FHV drivers with the adopted toll schedule.	No	No mitigation needed.
				Change in daily taxi/FHV VMT with passengers in the CBD relative to No Action Alternative: Scenarios included in EA	-21,498 (-6.6%)	+15,020 (+4.6%)	-11,371 (-3.5%)	-54,476 (-16.8%)	-25,621 (-7.9%)	+4,962 (+1.5%)	-27,757 (-8.6%)			-904 (-0.3%)		
				Net change in daily taxi/FHV trips to CBD relative to scenarios included in EA: Additional analysis to assess effects of caps or exemptions	Tolls capped at 1x / Day: +2%	—	—	Tolls capped at 1x / Day: +3% Exempt: +50%	—	—	Tolls capped at 1x / Day: +2%			NA		

Commented [PA(15)]: Extra bracket .

Commented [PM(14)]: Remind us what the adopted toll structure is and how it is equivalent to once per day

Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule

EA CHAPTER	TOPIC	SUMMARY OF EFFECTS	LOCATION	DATA SHOWN IN TABLE	FINAL EA TOLLING SCENARIO							POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS	ADOPTED TOLL SCHEDULE	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
					A	B	C	D	E	F	G					
17 – Environmental Justice (Cont'd)	Increases or decreases in traffic, as a result of traffic diversions, in communities already overburdened by pre-existing air pollution and chronic diseases	Certain environmental justice communities would benefit from decreased traffic; some communities that are already overburdened by pre-existing air pollution and chronic diseases could see an adverse effect as a result of increased traffic.	The specific census tracts that would experience increased or decreased traffic change slightly depending on the tolling scenario. The following communities could have census tracts that merit place-based mitigation: High Bridge–Morrisania, Crotona–Tremont, Hunts Point–Mott Haven, Pelham–Throgs Neck, Northeast Bronx, East Harlem, Randall's Island, Lower East Side/Lower Manhattan, Downtown Brooklyn–Fort Greene, South Williamsburg, Orange, East Orange, Newark, and Fort Lee.	Narrative								Yes	<p><b>Mitigation needed.</b></p> <p><b>Regional Mitigation</b></p> <p>TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final toll structure; this will reduce truck diversions.</p> <p>NYCDOT will expand the NYC Clean Trucks Program to accelerate the replacement of eligible diesel trucks, which travel on highways in certain environmental justice communities where the Project is projected to increase truck traffic, to lower-emission electric, hybrid, compressed natural gas, and clean diesel vehicles.</p> <p>NYCDOT will expand its off-hours delivery program in locations where the Project is projected to increase truck diversions to reduce daytime truck traffic and increase roadway safety in certain environmental justice communities.</p> <p><b>Place-based Mitigation</b></p> <p>TBTA will toll vehicles traveling northbound on the FDR Drive that exit at East Houston Street and then turn to immediately travel south on FDR Drive; this will mitigate modeled non-truck traffic increases on the FDR Drive between the Brooklyn Bridge and East Houston Street.</p> <p>NYCDOT will coordinate to replace diesel-burning TRUs at Hunts Point with cleaner vehicles.</p> <p>NYSDOT will coordinate to expand electric truck charging infrastructure.</p> <p>The Project Sponsors will coordinate to install roadside vegetation to improve near-road air quality.</p> <p>The Project Sponsors will renovate parks and greenspaces.</p> <p>The Project Sponsors will install or upgrade air filtration units in schools.</p> <p>The Project Sponsors will coordinate to expand existing asthma case management programs and create new community-based asthma programming through a neighborhood asthma center in the Bronx.</p>			
													<p>Census tracts with pre-existing air pollutant and chronic disease burdens that would benefit from reduced traffic, and those affected by increased traffic vary somewhat from the Final EA, as anticipated.</p> <p>The communities that merit place-based mitigation remain the same as those identified in the Final EA: High Bridge–Morrisania, Crotona–Tremont, Hunts Point–Mott Haven, Pelham–Throgs Neck, Northeast Bronx, East Harlem, Randall's Island, Lower East Side/Lower Manhattan, Downtown Brooklyn, Fort Greene, South Williamsburg, Orange, East Orange, Newark, and Fort Lee. (See Note 1.)</p>			

Commented [PM(18)]: Must be specific in the mitigation.

Commented [PM(16)]: This was extended right?

Commented [PM(17)]: The place based mitigation must be specific. Please include neighborhood or census tracts that will be mitigated and the allocated funds.



Note:

- 1
- Based on analysis of the adopted toll schedule, communities and census tracts where place-based mitigation measures will be implemented have been confirmed – the specific siting and equitable distribution of mitigation measures is being determined through analysis of data on needs and feasibility and coordination among the Project Sponsors, the Environmental Justice Community Group (representing the 10-county environmental justice study area), and relevant stakeholders and implementing agencies.

**OVERALL PROJECT ENHANCEMENT.** The Project Sponsors commit to ongoing monitoring and reporting of potential effects of the Project, including for example, traffic entering the CBD, vehicle-miles traveled in the CBD; transit ridership from providers across the region; bus speeds within the CBD; air quality and emissions trends; parking; and Project revenue. Data will be collected in advance and after implementation of the Project. A formal report on the effects of the Project will be issued one year after implementation and then every two years. In addition, a reporting website will make data, analysis, and visualizations available in open data format to the greatest extent practicable. Updates will be provided on at least a bi-annual basis as data becomes available and analysis is completed. This data will also be used to support an adaptive management approach to monitoring the efficacy of mitigation, and adjustments as warranted.

Draft, Privileged and Confidential – for discussion purposes only; data still being assessed.

March 2024

**From:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>

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**Cc:** "Delano, Stephanie L (DOT)" <Stephanie.Delano@dot.ny.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>, "Demarco, Albert J (DOT)" <Albert.Demarco@dot.ny.gov>

**Subject:** NYMTC Draft 2024 Transportation Conformity Determination: ICG Review

**Date:** Tue, 09 Apr 2024 12:59:39 +0000

**Importance:** Normal

**Attachments:** Transportation\_Conformity\_Determination\_Z\_series\_-\_Final\_Draft.pdf;  
Appendix\_2C\_Monthly\_PM\_2.5\_NOx\_Emissions\_(Mar\_2024).pdf;  
Conformity\_Summary\_(English).pdf

**Embedded:** unnamed

**Inline-Images:** image001.jpg; image002.jpg

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

NYS Interagency Consultation Group for air quality conformity,

The draft NYMTC 2024 Transportation Conformity Determination document is attached for your review and comment. Please provide any comments from your agency by close of business Monday, April 22, 2024 if possible.

Attached for your review are:

- NYMTC's CY 2024 Transportation Conformity Determination - Final Draft for Public Review
- Appendix 2C (to be posted as a separate file for review)
- Executive Summary (to be translated into NYTMC's 4 core languages)
- MOVES Run Specs for Z series conformity

If you have any questions, please let me know.

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

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**From:** Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Sent:** Friday, April 5, 2024 1:08 PM

DOT\_0047191

**To:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>  
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**Subject:** NYMTC's CY 2024 Transportation Conformity Determination - Final Draft for Public Review

Carl/George/Jason –

NYMTC has completed it's final draft of the 2024 Transportation Conformity Determination. We will be submitting these documents to PFAC prior to the Staff meeting on April 18th to alert members of the beginning of the 30-day public comment period (starting on April 24<sup>th</sup>).

Attached you'll find the following documents for ICG's internal review and comment:

1. NYMTC's CY 2024 Transportation Conformity Determination - Final Draft for Public Review
2. Appendix 2C (to be posted as a separate file for review)
3. Executive Summary (to be translated into NYMTC's 4 core languages)

Note that two public comment webinars will be held on May 2<sup>nd</sup> at 12:00 pm and 6:00 pm to present the Determination.

Any questions or comments, please let us know.  
Thank you.

**Mark Maglienti**  
Associate Transportation Analyst

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**Appendix 2C Monthly PM2.5 and NOx Emissions  
2025 Build Monthly Emissions Report**

COUNTY	FACILITY	MONTH	Build			
			VMT (MILLION)	SPEED (MPH)	PM 2.5 (TONS)	Nox (TONS)
MANHATTAN	Urban Restricted Access	January	106,534,860	33.50	0.25	17.58
		February	103,933,565	34.40	0.24	16.49
		March	119,304,854	29.40	0.29	20.93
		April	123,798,001	27.80	0.30	21.81
		May	130,301,238	25.60	0.33	22.83
		June	133,375,496	24.60	0.35	21.97
		July	131,483,645	25.20	0.34	19.72
		August	131,601,886	25.20	0.34	19.99
		September	130,419,479	25.60	0.33	20.60
		October	130,892,442	25.40	0.33	21.10
		November	122,852,075	28.20	0.30	21.73
		December	121,314,946	28.70	0.30	20.97
		Subtotal	1,485,812,487	27.30	3.69	245.73
	Urban Unrestricted Access	January	111,202,514	13.20	0.44	31.54
		February	108,487,247	13.20	0.43	29.89
		March	124,532,005	12.90	0.50	35.88
		April	129,222,011	12.70	0.52	36.74
		May	136,010,178	12.60	0.55	37.19
		June	139,219,130	12.50	0.57	35.21
		July	137,244,390	12.50	0.56	32.16
		August	137,367,812	12.50	0.56	32.58
		September	136,133,599	12.60	0.55	33.67
		October	136,627,284	12.60	0.56	34.36
		November	128,234,642	12.80	0.52	36.74
		December	126,630,166	12.80	0.51	35.69
		Subtotal	1,550,910,978	12.70	6.27	411.65
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
	Off-Network	January	N/A	0.00	1.23	11.41
		February	N/A	0.00	1.23	11.09
		March	N/A	0.00	0.84	10.97
		April	N/A	0.00	0.63	10.04
		May	N/A	0.00	0.51	9.61
		June	N/A	0.00	0.36	7.94
		July	N/A	0.00	0.37	8.16
		August	N/A	0.00	0.37	8.16
		September	N/A	0.00	0.35	7.92
		October	N/A	0.00	0.49	9.37
		November	N/A	0.00	0.82	10.82
		December	N/A	0.00	0.93	11.24
		Subtotal	0	0.00	8.13	116.71

	AREA TOTAL	January	217,737,374	18.80	1.92	60.53
		February	212,420,812	18.90	1.89	57.47
		March	243,836,860	17.70	1.62	67.78
		April	253,020,012	17.30	1.46	68.59
		May	266,311,417	16.70	1.40	69.63
		June	272,594,626	16.50	1.27	65.11
		July	268,728,036	16.60	1.26	60.04
		August	268,969,698	16.60	1.27	60.73
		September	266,553,079	16.70	1.24	62.19
		October	267,519,726	16.70	1.38	64.83
		November	251,086,717	17.40	1.64	69.28
		December	247,945,112	17.60	1.74	67.90
		Subtotal	3,036,723,469	17.20	18.08	774.09
		QUEENS	Urban Restricted Access	January	311,777,594	34.30
February	304,164,822			35.60	0.66	42.81
March	349,149,381			27.80	0.83	55.98
April	362,298,713			25.70	0.89	58.86
May	381,330,642			22.80	0.99	63.88
June	390,327,554			21.50	1.04	62.48
July	384,790,993			22.30	1.01	57.13
August	385,137,028			22.20	1.01	57.40
September	381,676,677			22.70	0.99	58.34
October	383,060,817			22.50	1.00	59.09
November	359,530,433			26.10	0.87	58.89
December	355,031,977			26.90	0.85	56.21
Subtotal	4,348,276,631			24.90	10.79	676.82
Urban Unrestricted Access	January			240,901,538	10.10	1.03
	February		235,019,370	10.10	1.00	63.18
	March		269,777,638	10.00	1.16	75.00
	April		279,937,747	10.00	1.20	76.43
	May		294,643,169	9.90	1.27	78.69
	June		301,594,822	9.90	1.30	75.30
	July		297,316,882	9.90	1.28	70.22
	August		297,584,253	9.90	1.28	70.53
	September		294,910,540	9.90	1.27	72.12
	October		295,980,025	9.90	1.28	72.68
	November		277,798,777	10.00	1.19	77.12
	December		274,322,950	10.00	1.18	74.48
	Subtotal		3,359,787,711	10.00	14.44	872.24
	Rural Unrestricted Access		January	0	0.00	0.00
February			0	0.00	0.00	0.00
March			0	0.00	0.00	0.00
April			0	0.00	0.00	0.00
May			0	0.00	0.00	0.00
June			0	0.00	0.00	0.00
July			0	0.00	0.00	0.00
August			0	0.00	0.00	0.00
September			0	0.00	0.00	0.00
October			0	0.00	0.00	0.00
November			0	0.00	0.00	0.00
December			0	0.00	0.00	0.00
Subtotal			0	0.00	0.00	0.00
Off-Network			January	N/A	0.00	3.77
	February		N/A	0.00	3.92	36.30
	March		N/A	0.00	2.90	36.83
	April		N/A	0.00	2.10	33.30
	May		N/A	0.00	1.56	30.77
	June		N/A	0.00	1.16	26.11
	July		N/A	0.00	1.20	26.88
	August		N/A	0.00	1.22	27.07
	September		N/A	0.00	1.13	25.52
	October		N/A	0.00	1.47	29.88
	November		N/A	0.00	2.50	34.92
	December		N/A	0.00	2.97	36.81
	Subtotal		0	0.00	25.89	381.35

AREA TOTAL	January	552,679,132	16.70	5.48	149.19
	February	539,184,192	16.90	5.57	142.29
	March	618,927,019	15.70	4.88	167.82
	April	642,236,461	15.20	4.19	168.58
	May	675,973,811	14.60	3.82	173.34
	June	691,922,376	14.20	3.50	163.89
	July	682,107,874	14.40	3.49	154.23
	August	682,721,281	14.40	3.51	155.00
	September	676,587,217	14.50	3.39	155.97
	October	679,040,842	14.50	3.74	161.65
	November	637,329,210	15.30	4.57	170.94
	December	629,354,927	15.50	5.00	167.51
	<b>Subtotal</b>	<b>7,708,064,342</b>	<b>15.10</b>	<b>51.12</b>	<b>1930.41</b>
Urban Restricted Access	January	147,426,073	42.90	0.30	22.26
	February	143,826,324	43.50	0.29	21.03
	March	165,097,567	39.10	0.35	25.91
	April	171,315,315	37.60	0.37	26.76
	May	180,314,686	35.40	0.40	28.12
	June	184,568,935	34.30	0.41	27.09
	July	181,950,936	35.00	0.40	24.94
	August	182,114,561	35.00	0.40	25.06
	September	180,478,311	35.40	0.40	25.59
	October	181,132,811	35.20	0.40	25.96
	November	170,006,315	37.90	0.37	26.94
	December	167,879,191	38.40	0.36	25.87
	<b>Subtotal</b>	<b>2,056,111,025</b>	<b>37.10</b>	<b>4.45</b>	<b>305.52</b>
Urban Unrestricted Access	January	99,682,989	11.30	0.42	30.96
	February	97,248,999	11.40	0.41	29.40
	March	111,631,672	11.10	0.48	35.11
	April	115,835,838	11.10	0.49	35.84
	May	121,920,815	10.90	0.52	37.04
	June	124,797,350	10.90	0.54	35.28
	July	123,027,175	10.90	0.53	32.88
	August	123,137,811	10.90	0.53	32.97
	September	122,031,451	10.90	0.52	33.84
	October	122,473,995	10.90	0.53	34.29
	November	114,950,750	11.10	0.49	36.15
	December	113,512,483	11.10	0.48	34.90
	<b>Subtotal</b>	<b>1,390,251,328</b>	<b>11.00</b>	<b>5.94</b>	<b>408.67</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	1.29	13.27
	February	N/A	0.00	1.34	13.03
	March	N/A	0.00	0.99	13.30
	April	N/A	0.00	0.72	12.09
	May	N/A	0.00	0.54	11.26
	June	N/A	0.00	0.40	9.66
	July	N/A	0.00	0.41	9.94
	August	N/A	0.00	0.42	10.01
	September	N/A	0.00	0.39	9.43
	October	N/A	0.00	0.50	10.94
	November	N/A	0.00	0.86	12.64
	December	N/A	0.00	1.01	13.28
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>8.86</b>	<b>138.84</b>

BRONX

AREA TOTAL	January	247,109,063	20.20	2.01	66.49	
	February	241,075,323	20.30	2.04	63.46	
	March	276,729,239	19.40	1.82	74.31	
	April	287,151,153	19.10	1.58	74.69	
	May	302,235,502	18.60	1.46	76.41	
	June	309,366,285	18.40	1.35	72.03	
	July	304,978,110	18.50	1.35	67.76	
	August	305,252,371	18.50	1.35	68.04	
	September	302,509,762	18.60	1.31	68.86	
	October	303,606,806	18.60	1.43	71.20	
	November	284,957,065	19.20	1.71	75.73	
	December	281,391,674	19.30	1.86	74.05	
	Subtotal	3,446,362,353	19.00	19.26	853.03	
KINGS	Urban Restricted Access	January	129,307,606	36.10	0.28	18.98
		February	126,150,261	37.00	0.27	17.75
		March	144,807,297	31.10	0.34	22.44
		April	150,260,891	29.40	0.36	22.99
		May	158,154,253	27.00	0.39	24.14
		June	161,885,660	25.90	0.40	22.35
		July	159,589,409	26.60	0.39	20.72
		August	159,732,925	26.50	0.39	20.72
		September	158,297,768	26.90	0.39	21.81
		October	158,871,831	26.80	0.39	22.30
		November	149,112,766	29.80	0.35	23.10
		December	147,247,063	30.40	0.34	22.14
		Subtotal	1,803,417,730	28.80	4.29	259.44
	Urban Unrestricted Access	January	198,422,452	11.20	0.83	53.85
		February	193,577,509	11.30	0.81	50.96
		March	222,206,719	11.00	0.94	60.67
		April	230,575,258	11.00	0.98	61.19
		May	242,687,616	10.90	1.03	62.46
		June	248,413,458	10.80	1.06	57.45
		July	244,889,863	10.80	1.04	53.84
		August	245,110,088	10.80	1.05	53.81
		September	242,907,841	10.90	1.03	56.77
		October	243,788,740	10.80	1.04	57.81
		November	228,813,460	11.00	0.97	61.76
		December	225,950,539	11.00	0.96	59.53
		Subtotal	2,767,343,543	10.90	11.73	690.10
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
	Off-Network	January	N/A	0.00	2.58	23.44
		February	N/A	0.00	2.62	22.90
		March	N/A	0.00	1.94	23.21
		April	N/A	0.00	1.44	21.16
		May	N/A	0.00	1.08	19.59
		June	N/A	0.00	0.77	16.56
		July	N/A	0.00	0.77	16.54
		August	N/A	0.00	0.78	16.60
		September	N/A	0.00	0.74	15.87
		October	N/A	0.00	0.99	18.78
		November	N/A	0.00	1.74	22.20
		December	N/A	0.00	1.99	23.21
		Subtotal	0	0.00	17.44	240.05

AREA TOTAL	January	327,730,058	15.40	3.69	96.27
	February	319,727,770	15.50	3.70	91.61
	March	367,014,016	14.80	3.21	106.32
	April	380,836,149	14.60	2.77	105.33
	May	400,841,869	14.20	2.50	106.19
	June	410,299,118	14.00	2.23	96.37
	July	404,479,272	14.10	2.21	91.09
	August	404,843,013	14.10	2.22	91.13
	September	401,205,609	14.20	2.16	94.45
	October	402,660,570	14.20	2.42	98.90
	November	377,926,226	14.60	3.06	107.06
	December	373,197,602	14.70	3.29	104.88
	<b>Subtotal</b>	<b>4,570,761,272</b>	<b>14.50</b>	<b>33.46</b>	<b>1189.59</b>
Urban Restricted Access	January	73,776,791	32.40	0.16	10.63
	February	71,975,360	33.00	0.16	10.03
	March	82,620,180	29.70	0.19	12.39
	April	85,731,743	28.70	0.20	12.81
	May	90,235,320	27.20	0.21	13.44
	June	92,364,284	26.50	0.22	12.78
	July	91,054,153	26.90	0.22	11.83
	August	91,136,036	26.90	0.22	11.85
	September	90,317,204	27.20	0.21	12.25
	October	90,644,737	27.10	0.22	12.23
	November	85,076,677	28.90	0.20	12.76
	December	84,012,195	29.20	0.19	12.37
	<b>Subtotal</b>	<b>1,028,944,680</b>	<b>28.30</b>	<b>2.39</b>	<b>145.35</b>
Urban Unrestricted Access	January	77,863,377	12.30	0.30	18.30
	February	75,962,162	12.30	0.29	17.35
	March	87,196,612	12.10	0.33	20.96
	April	90,480,528	12.00	0.35	21.49
	May	95,233,564	11.90	0.37	22.22
	June	97,480,454	11.80	0.38	21.12
	July	96,097,753	11.90	0.37	19.64
	August	96,184,172	11.90	0.37	19.65
	September	95,319,983	11.90	0.37	20.35
	October	95,665,659	11.90	0.37	20.32
	November	89,789,177	12.00	0.35	21.44
	December	88,665,732	12.00	0.34	20.88
	<b>Subtotal</b>	<b>1,085,939,173</b>	<b>12.00</b>	<b>4.18</b>	<b>243.71</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	1.36	11.93
	February	N/A	0.00	1.41	11.71
	March	N/A	0.00	0.93	11.35
	April	N/A	0.00	0.66	10.08
	May	N/A	0.00	0.47	8.97
	June	N/A	0.00	0.39	7.81
	July	N/A	0.00	0.40	8.05
	August	N/A	0.00	0.41	8.13
	September	N/A	0.00	0.38	7.65
	October	N/A	0.00	0.47	8.97
	November	N/A	0.00	0.86	10.96
	December	N/A	0.00	0.99	11.49
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>8.73</b>	<b>117.08</b>

RICHMOND



AREA TOTAL	January	151,640,168	17.60	1.82	40.86
	February	147,937,522	17.70	1.85	39.09
	March	169,816,792	17.00	1.45	44.69
	April	176,212,271	16.70	1.21	44.37
	May	185,468,885	16.40	1.05	44.63
	June	189,844,739	16.20	0.99	41.71
	July	187,151,905	16.30	0.99	39.52
	August	187,320,208	16.30	1.00	39.62
	September	185,637,187	16.40	0.96	40.25
	October	186,310,395	16.30	1.06	41.52
	November	174,865,854	16.80	1.40	45.16
	December	172,677,927	16.90	1.52	44.74
	<b>Subtotal</b>	<b>2,114,883,853</b>	<b>16.70</b>	<b>15.30</b>	<b>506.14</b>
Urban Restricted Access	January	285,641,286	44.60	0.98	61.13
	February	278,666,693	45.70	0.95	57.13
	March	319,880,197	38.90	1.17	72.47
	April	331,927,221	36.80	1.25	74.82
	May	349,363,704	33.70	1.36	79.92
	June	357,606,405	32.30	1.42	74.39
	July	352,533,973	33.20	1.39	69.56
	August	352,851,000	33.10	1.39	68.87
	September	349,680,731	33.70	1.37	72.17
	October	350,948,838	33.50	1.38	74.14
	November	329,391,006	37.20	1.23	75.21
	December	325,269,655	38.00	1.20	72.05
	<b>Subtotal</b>	<b>3,983,760,709</b>	<b>36.00</b>	<b>15.08</b>	<b>851.84</b>
Urban Unrestricted Access	January	390,835,910	13.90	2.46	156.69
	February	381,292,747	13.90	2.39	147.78
	March	437,684,166	13.70	2.79	176.64
	April	454,167,812	13.60	2.90	178.83
	May	478,025,720	13.50	3.08	184.16
	June	489,304,003	13.50	3.16	169.67
	July	482,363,521	13.50	3.11	160.39
	August	482,797,301	13.50	3.11	158.79
	September	478,459,500	13.50	3.08	167.02
	October	480,194,620	13.50	3.09	170.81
	November	450,697,570	13.70	2.88	180.40
	December	445,058,429	13.70	2.84	174.27
	<b>Subtotal</b>	<b>5,450,881,299</b>	<b>13.60</b>	<b>34.87</b>	<b>2025.46</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	4.94	46.25
	February	N/A	0.00	4.95	45.00
	March	N/A	0.00	3.57	45.50
	April	N/A	0.00	2.72	41.94
	May	N/A	0.00	2.09	39.50
	June	N/A	0.00	1.46	33.36
	July	N/A	0.00	1.48	33.81
	August	N/A	0.00	1.49	33.83
	September	N/A	0.00	1.43	32.43
	October	N/A	0.00	1.93	38.14
	November	N/A	0.00	3.33	44.02
	December	N/A	0.00	3.83	46.06
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>33.21</b>	<b>479.84</b>

SUFFOLK	AREA TOTAL	January	676,477,196	19.60	8.38	264.07
		February	659,959,440	19.70	8.28	249.91
		March	757,564,363	18.90	7.52	294.61
		April	786,095,033	18.60	6.87	295.59
		May	827,389,423	18.10	6.52	303.59
		June	846,910,408	17.90	6.04	277.41
		July	834,897,494	18.00	5.97	263.75
		August	835,648,301	18.00	5.99	261.49
		September	828,140,230	18.10	5.87	271.62
		October	831,143,459	18.10	6.40	283.09
		November	780,088,576	18.60	7.44	299.63
		December	770,328,084	18.70	7.87	292.39
		<b>Subtotal</b>	<b>9,434,642,007</b>	<b>18.50</b>	<b>83.15</b>	<b>3357.14</b>
SUFFOLK	Urban Restricted Access	January	333,712,992	47.70	1.13	69.09
		February	325,564,617	48.40	1.09	64.68
		March	373,714,105	43.70	1.31	79.60
		April	387,788,571	42.20	1.39	81.02
		May	408,159,509	39.90	1.50	84.31
		June	417,789,406	38.70	1.55	77.13
		July	411,863,315	39.40	1.52	71.77
		August	412,233,696	39.40	1.52	71.60
		September	408,529,889	39.80	1.50	74.52
		October	410,011,412	39.60	1.51	78.29
		November	384,825,526	42.50	1.37	80.78
		December	380,010,577	43.00	1.35	77.75
		<b>Subtotal</b>	<b>4,654,203,615</b>	<b>41.60</b>	<b>16.73</b>	<b>910.53</b>
	Urban Unrestricted Access	January	670,106,581	12.50	4.51	282.44
		February	653,744,378	12.50	4.39	265.51
		March	750,430,123	12.20	5.13	319.69
		April	778,692,110	12.10	5.35	322.69
		May	819,597,617	12.00	5.68	331.37
		June	838,934,766	11.90	5.83	302.85
		July	827,034,982	12.00	5.74	283.98
		August	827,778,718	12.00	5.74	283.45
		September	820,341,353	12.00	5.68	294.97
		October	823,316,299	12.00	5.71	309.11
		November	772,742,218	12.20	5.31	322.25
		December	763,073,643	12.20	5.23	311.46
		<b>Subtotal</b>	<b>9,345,792,788</b>	<b>12.10</b>	<b>64.30</b>	<b>3629.79</b>
	Rural Unrestricted Access	January	20,159,865	31.80	0.09	5.22
		February	19,667,615	32.10	0.09	4.90
		March	22,576,364	30.50	0.10	5.99
		April	23,426,613	30.00	0.11	6.05
		May	24,657,238	29.30	0.12	6.26
		June	25,238,987	29.00	0.12	5.71
		July	24,880,987	29.20	0.12	5.33
		August	24,903,362	29.20	0.12	5.33
		September	24,679,613	29.30	0.12	5.55
		October	24,769,112	29.30	0.12	5.83
		November	23,247,613	30.10	0.11	6.04
		December	22,956,738	30.30	0.11	5.82
		<b>Subtotal</b>	<b>281,164,107</b>	<b>29.90</b>	<b>1.31</b>	<b>68.02</b>
	Off-Network	January	N/A	0.00	6.73	60.62
		February	N/A	0.00	6.36	58.02
		March	N/A	0.00	5.11	60.99
		April	N/A	0.00	3.92	56.76
		May	N/A	0.00	2.96	53.69
		June	N/A	0.00	1.98	46.26
		July	N/A	0.00	1.89	45.29
		August	N/A	0.00	1.90	45.34
		September	N/A	0.00	1.87	43.84
		October	N/A	0.00	2.67	51.44
		November	N/A	0.00	4.62	58.37
		December	N/A	0.00	5.18	60.59
		<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>45.19</b>	<b>641.20</b>

AREA TOTAL	January	1,023,979,438	16.70	12.46	417.35
	February	998,976,611	16.80	11.93	393.11
	March	1,146,720,592	16.20	11.66	466.26
	April	1,189,907,294	16.10	10.77	466.52
	May	1,252,414,363	15.80	10.25	475.63
	June	1,281,963,159	15.70	9.48	431.94
	July	1,263,779,284	15.70	9.27	406.38
	August	1,264,915,777	15.70	9.28	405.71
	September	1,253,550,855	15.80	9.17	418.88
	October	1,258,096,824	15.80	10.00	444.67
	November	1,180,815,357	16.10	11.40	467.45
	December	1,166,040,958	16.20	11.86	455.62
	<b>Subtotal</b>	<b>14,281,160,512</b>	<b>16.00</b>	<b>127.53</b>	<b>5249.53</b>
Urban Restricted Access	January	321,779,766	50.70	1.03	63.31
	February	313,922,769	51.20	1.00	60.56
	March	360,350,482	47.90	1.18	72.74
	April	373,921,660	46.90	1.24	74.71
	May	393,564,154	45.40	1.32	76.19
	June	402,849,696	44.70	1.36	69.82
	July	397,135,516	45.20	1.33	64.43
	August	397,492,653	45.10	1.34	64.86
	September	393,921,290	45.40	1.32	66.96
	October	395,349,835	45.30	1.33	69.50
	November	371,064,570	47.10	1.23	74.10
	December	366,421,798	47.50	1.21	72.03
	<b>Subtotal</b>	<b>4,487,774,189</b>	<b>46.60</b>	<b>14.87</b>	<b>829.20</b>
Urban Unrestricted Access	January	246,546,390	14.60	1.46	85.98
	February	240,526,390	14.60	1.42	82.11
	March	276,099,121	14.20	1.66	98.42
	April	286,497,304	14.10	1.73	101.26
	May	301,547,305	14.00	1.83	103.37
	June	308,661,852	13.90	1.88	95.10
	July	304,283,669	14.00	1.85	88.29
	August	304,557,306	14.00	1.85	88.76
	September	301,820,942	14.00	1.84	91.58
	October	302,915,487	14.00	1.84	94.84
	November	284,308,213	14.20	1.72	100.42
	December	280,750,939	14.20	1.69	97.57
	<b>Subtotal</b>	<b>3,438,514,918</b>	<b>14.10</b>	<b>20.78</b>	<b>1127.69</b>
Rural Unrestricted Access	January	282,099	34.20	0.00	0.00
	February	275,211	34.30	0.00	0.00
	March	315,913	33.30	0.00	0.00
	April	327,811	33.00	0.00	0.00
	May	345,031	32.50	0.00	0.00
	June	353,172	32.30	0.00	0.00
	July	348,162	32.50	0.00	0.00
	August	348,475	32.40	0.00	0.00
	September	345,344	32.50	0.00	0.00
	October	346,597	32.50	0.00	0.00
	November	325,306	33.10	0.00	0.00
	December	321,236	33.20	0.00	0.00
	<b>Subtotal</b>	<b>3,934,357</b>	<b>32.90</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	3.99	39.17
	February	N/A	0.00	3.92	38.80
	March	N/A	0.00	2.81	39.38
	April	N/A	0.00	2.09	37.02
	May	N/A	0.00	1.63	35.37
	June	N/A	0.00	1.17	30.90
	July	N/A	0.00	1.18	30.78
	August	N/A	0.00	1.17	30.78
	September	N/A	0.00	1.20	31.04
	October	N/A	0.00	1.63	35.01
	November	N/A	0.00	2.68	39.09
	December	N/A	0.00	3.09	39.97
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>26.55</b>	<b>427.32</b>

WESTCHESTER

AREA TOTAL	January	568,608,256	24.40	6.48	188.47	
	February	554,724,369	24.60	6.34	181.47	
	March	636,765,516	23.60	5.65	210.54	
	April	660,746,774	23.40	5.05	212.99	
	May	695,456,490	23.00	4.78	214.93	
	June	711,864,720	22.80	4.41	195.82	
	July	701,767,348	22.90	4.36	183.49	
	August	702,398,434	22.90	4.36	184.40	
	September	696,087,576	23.00	4.35	189.58	
	October	698,611,919	23.00	4.80	199.34	
	November	655,698,088	23.40	5.62	213.62	
	December	647,493,974	23.50	5.99	209.57	
	Subtotal	7,930,223,464	23.30	62.20	2384.21	
ROCKLAND	Urban Restricted Access	January	99,919,907	48.40	0.33	20.71
		February	97,480,131	49.40	0.32	19.63
		March	111,896,988	43.40	0.38	24.00
		April	116,111,146	41.80	0.40	24.68
		May	122,210,585	39.70	0.43	25.44
		June	125,093,956	38.70	0.44	23.40
		July	123,319,574	39.30	0.44	21.57
		August	123,430,473	39.30	0.44	21.70
		September	122,321,484	39.70	0.43	22.38
		October	122,765,080	39.50	0.43	23.22
		November	115,223,955	42.10	0.40	24.48
		December	113,782,269	42.70	0.39	23.74
		Subtotal	1,393,555,548	41.50	4.81	274.95
	Urban Unrestricted Access	January	98,893,096	13.50	0.61	35.98
		February	96,478,393	13.60	0.59	34.41
		March	110,747,097	13.30	0.69	41.10
		April	114,917,949	13.30	0.71	42.18
		May	120,954,708	13.20	0.76	43.03
		June	123,808,449	13.10	0.78	39.57
		July	122,052,301	13.10	0.76	36.76
		August	122,162,060	13.10	0.76	36.97
		September	121,064,468	13.20	0.76	38.13
		October	121,503,505	13.10	0.76	39.51
		November	114,039,875	13.30	0.71	41.88
		December	112,613,004	13.30	0.70	40.74
		Subtotal	1,379,234,905	13.20	8.58	470.27
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
	Off-Network	January	N/A	0.00	1.31	12.75
		February	N/A	0.00	1.29	12.61
		March	N/A	0.00	0.92	12.80
		April	N/A	0.00	0.68	12.01
		May	N/A	0.00	0.53	11.47
		June	N/A	0.00	0.38	10.00
		July	N/A	0.00	0.38	9.98
		August	N/A	0.00	0.38	9.98
		September	N/A	0.00	0.39	10.05
		October	N/A	0.00	0.53	11.36
		November	N/A	0.00	0.88	12.69
		December	N/A	0.00	1.01	12.99
		Subtotal	0	0.00	8.68	138.67

AREA TOTAL	January	198,813,003	21.20	2.24	69.43
	February	193,958,523	21.30	2.19	66.65
	March	222,644,084	20.40	1.98	77.89
	April	231,029,094	20.20	1.79	78.87
	May	243,165,293	19.80	1.72	79.95
	June	248,902,405	19.60	1.60	72.98
	July	245,371,875	19.70	1.58	68.31
	August	245,592,533	19.70	1.58	68.65
	September	243,385,951	19.80	1.58	70.56
	October	244,268,584	19.80	1.72	74.09
	November	229,263,829	20.20	1.98	79.05
	December	226,395,273	20.30	2.10	77.46
	<b>Subtotal</b>	<b>2,772,790,447</b>	<b>20.10</b>	<b>22.07</b>	<b>883.89</b>
Urban Restricted Access	January	31,518,422	61.90	0.10	6.55
	February	30,748,827	62.20	0.10	6.32
	March	35,296,435	60.40	0.11	7.61
	April	36,625,736	59.70	0.12	7.61
	May	38,549,724	58.70	0.12	7.72
	June	39,459,246	58.10	0.13	7.18
	July	38,899,540	58.50	0.12	6.66
	August	38,934,522	58.40	0.12	6.60
	September	38,584,706	58.60	0.12	6.74
	October	38,724,632	58.60	0.12	7.03
	November	36,345,883	59.90	0.11	7.45
	December	35,891,123	60.10	0.11	7.34
	<b>Subtotal</b>	<b>439,578,796</b>	<b>59.50</b>	<b>1.39</b>	<b>84.80</b>
Urban Unrestricted Access	January	29,043,173	35.60	0.12	6.44
	February	28,334,017	35.70	0.11	6.19
	March	32,524,486	34.80	0.13	7.57
	April	33,749,392	34.50	0.14	7.60
	May	35,522,283	34.00	0.15	7.76
	June	36,360,377	33.80	0.15	7.22
	July	35,844,627	34.00	0.15	6.70
	August	35,876,861	34.00	0.15	6.62
	September	35,554,517	34.00	0.15	6.80
	October	35,683,455	34.00	0.15	7.11
	November	33,491,517	34.50	0.14	7.44
	December	33,072,470	34.60	0.14	7.32
	<b>Subtotal</b>	<b>405,057,175</b>	<b>34.40</b>	<b>1.67</b>	<b>84.77</b>
Rural Unrestricted Access	January	11,656,967	35.80	0.05	2.58
	February	11,372,335	36.10	0.05	2.49
	March	13,054,250	34.20	0.06	3.09
	April	13,545,887	33.70	0.06	3.12
	May	14,257,466	32.90	0.06	3.19
	June	14,593,849	32.50	0.06	2.97
	July	14,386,845	32.70	0.06	2.75
	August	14,399,782	32.70	0.06	2.72
	September	14,270,404	32.90	0.06	2.80
	October	14,322,155	32.80	0.06	2.92
	November	13,442,384	33.80	0.06	3.04
	December	13,274,193	34.00	0.06	2.99
	<b>Subtotal</b>	<b>162,576,517</b>	<b>33.50</b>	<b>0.69</b>	<b>34.65</b>
Off-Network	January	N/A	0.00	0.57	5.29
	February	N/A	0.00	0.54	5.18
	March	N/A	0.00	0.35	5.15
	April	N/A	0.00	0.26	4.86
	May	N/A	0.00	0.21	4.68
	June	N/A	0.00	0.15	4.14
	July	N/A	0.00	0.16	4.18
	August	N/A	0.00	0.16	4.16
	September	N/A	0.00	0.16	4.18
	October	N/A	0.00	0.21	4.67
	November	N/A	0.00	0.36	5.19
	December	N/A	0.00	0.40	5.28
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>3.51</b>	<b>56.95</b>

PUTNAM

	AREA TOTAL	January	72,481,916	43.80	0.84	20.91
		February	70,712,102	44.00	0.79	20.24
		March	81,170,092	42.60	0.65	23.48
		April	84,227,043	42.10	0.58	23.26
		May	88,651,577	41.40	0.54	23.42
		June	90,743,175	41.10	0.49	21.57
		July	89,456,038	41.30	0.49	20.36
		August	89,536,484	41.30	0.49	20.15
		September	88,732,023	41.40	0.49	20.58
		October	89,053,807	41.40	0.55	21.79
		November	83,583,474	42.20	0.67	23.19
		December	82,537,675	42.40	0.71	22.99
		<b>Subtotal</b>	<b>1,010,885,406</b>	<b>42.00</b>	<b>7.27</b>	<b>261.94</b>
REGIONAL		January	4,037,255,604	18.40	45.31	1373.58
		February	3,938,676,664	18.60	44.60	1305.30
		March	4,521,188,573	17.70	40.44	1533.69
		April	4,691,461,284	17.40	36.27	1538.79
		May	4,937,908,630	17.00	34.03	1567.70
		June	5,054,411,011	16.80	31.36	1438.82
		July	4,982,717,236	16.90	30.97	1354.93
		August	4,987,198,100	16.90	31.05	1354.92
		September	4,942,389,489	17.00	30.51	1392.95
		October	4,960,312,932	16.90	33.50	1461.07
		November	4,655,614,396	17.50	39.49	1551.10
		December	4,597,363,206	17.60	41.92	1517.11
		<b>Subtotal</b>	<b>56,306,497,125</b>	<b>17.30</b>	<b>439.44</b>	<b>17389.97</b>

**Appendix 2C Monthly PM2.5 and NOx Emissions  
2035 Build Monthly Emissions Report**

COUNTY	FACILITY	MONTH	Build			
			VTM (MILLION)	SPEED (MPH)	PM 2.5 (TONS)	Nox (TONS)
MANHATTAN	Urban Restricted Access	January	110,721,594	32.50	0.16	11.62
		February	108,018,070	33.30	0.16	10.83
		March	123,993,439	28.00	0.19	14.35
		April	128,663,162	26.40	0.20	15.24
		May	135,421,972	24.10	0.22	16.42
		June	138,617,046	23.10	0.23	15.72
		July	136,650,847	23.70	0.23	14.11
		August	136,773,734	23.70	0.23	14.26
		September	135,544,860	24.10	0.22	14.79
		October	136,036,409	23.90	0.23	15.28
		November	127,680,063	26.80	0.20	15.09
		December	126,082,526	27.30	0.20	14.49
		Subtotal	1,544,203,722	25.80	2.48	172.18
	Urban Unrestricted Access	January	116,012,650	13.20	0.29	23.66
		February	113,179,933	13.30	0.28	22.44
		March	129,918,717	12.90	0.33	27.05
		April	134,811,592	12.80	0.34	27.77
		May	141,893,386	12.60	0.36	28.24
		June	145,241,143	12.50	0.37	26.38
		July	143,180,985	12.50	0.37	24.13
		August	143,309,744	12.50	0.37	24.33
		September	142,022,146	12.60	0.36	25.45
		October	142,537,185	12.60	0.36	26.22
		November	133,781,513	12.80	0.34	27.74
		December	132,107,635	12.80	0.33	26.97
		Subtotal	1,617,996,629	12.70	4.09	310.39
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
	Off-Network	January	N/A	0.00	0.68	8.97
		February	N/A	0.00	0.67	8.74
		March	N/A	0.00	0.46	8.25
		April	N/A	0.00	0.35	7.31
		May	N/A	0.00	0.29	6.73
		June	N/A	0.00	0.20	5.05
		July	N/A	0.00	0.21	5.17
		August	N/A	0.00	0.21	5.13
		September	N/A	0.00	0.20	5.15
		October	N/A	0.00	0.27	6.53
		November	N/A	0.00	0.45	8.14
		December	N/A	0.00	0.51	8.57
		Subtotal	0	0.00	4.49	83.72



	AREA TOTAL	January	226,734,244	18.60	1.13	44.25
		February	221,198,003	18.80	1.11	42.01
		March	253,912,156	17.50	0.98	49.65
		April	263,474,755	17.10	0.90	50.31
		May	277,315,358	16.40	0.87	51.39
		June	283,858,188	16.10	0.80	47.15
		July	279,831,831	16.30	0.80	43.40
		August	280,083,478	16.30	0.80	43.72
		September	277,567,005	16.40	0.78	45.38
		October	278,573,595	16.40	0.86	48.03
		November	261,461,576	17.20	0.99	50.97
		December	258,190,161	17.30	1.04	50.04
		Subtotal	3,162,200,350	16.90	11.06	566.30
		QUEENS	Urban Restricted Access	January	324,751,170	33.00
February	316,821,618			34.40	0.46	26.60
March	363,678,058			26.40	0.59	36.76
April	377,374,556			24.30	0.63	39.44
May	397,198,434			21.50	0.70	43.80
June	406,569,722			20.30	0.74	42.41
July	400,802,775			21.00	0.71	38.64
August	401,163,210			21.00	0.72	38.68
September	397,558,868			21.40	0.70	39.64
October	399,000,605			21.20	0.71	40.80
November	374,491,082			24.70	0.62	39.29
December	369,805,438			25.40	0.61	37.28
Subtotal	4,529,215,536			23.60	7.67	451.95
Urban Unrestricted Access	January			253,229,557	10.20	0.71
	February		247,046,371	10.20	0.69	46.49
	March		283,583,377	10.10	0.80	55.18
	April		294,263,425	10.00	0.83	56.33
	May		309,721,389	10.00	0.88	58.10
	June		317,028,790	10.00	0.90	54.35
	July		312,531,928	10.00	0.89	50.63
	August		312,812,982	10.00	0.89	50.59
	September		310,002,443	10.00	0.88	52.56
	October		311,126,659	10.00	0.89	53.92
	November		292,014,994	10.00	0.83	56.77
	December		288,361,293	10.10	0.82	54.90
	Subtotal		3,531,723,208	10.00	10.01	638.66
	Rural Unrestricted Access		January	0	0.00	0.00
February			0	0.00	0.00	0.00
March			0	0.00	0.00	0.00
April			0	0.00	0.00	0.00
May			0	0.00	0.00	0.00
June			0	0.00	0.00	0.00
July			0	0.00	0.00	0.00
August			0	0.00	0.00	0.00
September			0	0.00	0.00	0.00
October			0	0.00	0.00	0.00
November			0	0.00	0.00	0.00
December			0	0.00	0.00	0.00
Subtotal			0	0.00	0.00	0.00
Off-Network			January	N/A	0.00	2.11
	February		N/A	0.00	2.19	28.64
	March		N/A	0.00	1.63	27.99
	April		N/A	0.00	1.19	24.40
	May		N/A	0.00	0.89	21.40
	June		N/A	0.00	0.66	16.72
	July		N/A	0.00	0.69	17.13
	August		N/A	0.00	0.70	17.21
	September		N/A	0.00	0.65	16.49
	October		N/A	0.00	0.84	20.63
	November		N/A	0.00	1.41	26.22
	December		N/A	0.00	1.67	28.12
	Subtotal		0	0.00	14.62	273.98



AREA TOTAL	January	577,980,727	16.60	3.30	106.49
	February	563,867,990	16.80	3.35	101.74
	March	647,261,435	15.40	3.02	119.93
	April	671,637,981	15.00	2.65	120.17
	May	706,919,823	14.30	2.47	123.30
	June	723,598,512	14.00	2.30	113.49
	July	713,334,704	14.20	2.29	106.40
	August	713,976,192	14.10	2.30	106.48
	September	707,561,311	14.30	2.23	108.70
	October	710,127,263	14.20	2.43	115.35
	November	666,506,076	15.10	2.86	122.27
	December	658,166,732	15.20	3.09	120.30
	<b>Subtotal</b>	<b>8,060,938,746</b>	<b>14.80</b>	<b>32.31</b>	<b>1364.59</b>
Urban Restricted Access	January	153,449,718	42.40	0.21	13.49
	February	149,702,888	43.10	0.20	12.68
	March	171,843,246	38.50	0.24	16.16
	April	178,315,044	37.00	0.25	16.93
	May	187,682,119	34.70	0.27	18.11
	June	192,110,190	33.60	0.28	17.38
	July	189,385,223	34.30	0.27	15.97
	August	189,555,534	34.30	0.27	16.01
	September	187,852,429	34.70	0.27	16.40
	October	188,533,671	34.50	0.27	16.85
	November	176,952,560	37.30	0.25	16.98
	December	174,738,524	37.90	0.24	16.24
	<b>Subtotal</b>	<b>2,140,121,146</b>	<b>36.40</b>	<b>3.00</b>	<b>193.21</b>
Urban Unrestricted Access	January	102,662,707	11.60	0.27	22.87
	February	100,155,959	11.60	0.26	21.75
	March	114,968,558	11.40	0.30	26.03
	April	119,298,395	11.30	0.31	26.65
	May	125,565,264	11.20	0.33	27.60
	June	128,527,784	11.10	0.34	25.82
	July	126,704,695	11.20	0.34	24.03
	August	126,818,638	11.20	0.34	24.00
	September	125,679,207	11.20	0.33	24.95
	October	126,134,979	11.20	0.34	25.66
	November	118,386,850	11.30	0.31	26.85
	December	116,905,591	11.40	0.31	25.95
	<b>Subtotal</b>	<b>1,431,808,627</b>	<b>11.30</b>	<b>3.78</b>	<b>302.15</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	0.71	10.65
	February	N/A	0.00	0.74	10.50
	March	N/A	0.00	0.55	10.38
	April	N/A	0.00	0.40	9.16
	May	N/A	0.00	0.30	8.17
	June	N/A	0.00	0.23	6.58
	July	N/A	0.00	0.24	6.75
	August	N/A	0.00	0.24	6.78
	September	N/A	0.00	0.22	6.47
	October	N/A	0.00	0.29	7.90
	November	N/A	0.00	0.48	9.76
	December	N/A	0.00	0.57	10.41
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>4.96</b>	<b>103.51</b>

BRONX

	AREA TOTAL	January	256,112,424	20.50	1.19	47.02
		February	249,858,847	20.70	1.20	44.93
		March	286,811,805	19.70	1.09	52.58
		April	297,613,439	19.40	0.97	52.74
		May	313,247,383	18.80	0.90	53.89
		June	320,637,974	18.60	0.85	49.78
		July	316,089,918	18.70	0.84	46.75
		August	316,374,171	18.70	0.85	46.78
		September	313,531,636	18.80	0.82	47.82
		October	314,668,650	18.80	0.89	50.41
		November	295,339,411	19.40	1.04	53.59
		December	291,644,115	19.60	1.12	52.60
		Subtotal	3,571,929,773	19.20	11.74	598.88
		KINGS	Urban Restricted Access	January	133,958,423	35.20
February	130,687,518			36.30	0.19	10.92
March	150,015,593			30.10	0.23	14.45
April	155,665,338			28.30	0.25	15.05
May	163,842,600			25.90	0.27	16.10
June	167,708,215			24.80	0.28	15.08
July	165,329,375			25.40	0.27	13.81
August	165,478,052			25.40	0.27	13.77
September	163,991,277			25.80	0.27	14.51
October	164,585,987			25.70	0.27	14.97
November	154,475,918			28.70	0.25	15.09
December	152,543,110			29.30	0.24	14.41
Subtotal	1,868,281,406			27.70	2.99	169.91
Urban Unrestricted Access	January			208,013,758	11.10	0.57
	February		202,934,620	11.20	0.56	37.74
	March		232,947,704	10.90	0.65	45.02
	April		241,720,760	10.90	0.67	45.55
	May		254,418,603	10.80	0.71	46.66
	June		260,421,219	10.70	0.73	42.67
	July		256,727,301	10.70	0.72	39.67
	August		256,958,171	10.70	0.72	39.52
	September		254,649,473	10.80	0.71	42.09
	October		255,572,952	10.80	0.72	43.40
	November		239,873,801	10.90	0.67	45.92
	December		236,872,492	10.90	0.66	44.31
	Subtotal		2,901,110,854	10.80	8.09	512.40
	Rural Unrestricted Access		January	0	0.00	0.00
February			0	0.00	0.00	0.00
March			0	0.00	0.00	0.00
April			0	0.00	0.00	0.00
May			0	0.00	0.00	0.00
June			0	0.00	0.00	0.00
July			0	0.00	0.00	0.00
August			0	0.00	0.00	0.00
September			0	0.00	0.00	0.00
October			0	0.00	0.00	0.00
November			0	0.00	0.00	0.00
December			0	0.00	0.00	0.00
Subtotal			0	0.00	0.00	0.00
Off-Network			January	N/A	0.00	1.43
	February		N/A	0.00	1.45	18.13
	March		N/A	0.00	1.09	17.68
	April		N/A	0.00	0.81	15.60
	May		N/A	0.00	0.61	13.73
	June		N/A	0.00	0.44	10.69
	July		N/A	0.00	0.44	10.44
	August		N/A	0.00	0.44	10.43
	September		N/A	0.00	0.42	10.24
	October		N/A	0.00	0.56	13.00
	November		N/A	0.00	0.98	16.76
	December		N/A	0.00	1.11	17.78
	Subtotal		0	0.00	9.77	172.96

AREA TOTAL	January	341,972,181	15.20	2.20	70.04	
	February	333,622,139	15.30	2.20	66.79	
	March	382,963,297	14.60	1.97	77.15	
	April	397,386,097	14.30	1.73	76.21	
	May	418,261,202	13.90	1.59	76.49	
	June	428,129,434	13.80	1.45	68.45	
	July	422,056,676	13.90	1.43	63.92	
	August	422,436,224	13.90	1.44	63.73	
	September	418,640,750	13.90	1.40	66.84	
	October	420,158,939	13.90	1.55	71.38	
	November	394,349,718	14.40	1.89	77.77	
	December	389,415,602	14.50	2.01	76.50	
	Subtotal	4,769,392,259	14.20	20.85	855.27	
RICHMOND	Urban Restricted Access	January	77,287,239	31.30	0.12	6.68
		February	75,400,092	31.90	0.11	6.28
		March	86,551,414	28.30	0.14	7.97
		April	89,811,031	27.20	0.14	8.42
		May	94,528,898	25.70	0.15	8.89
		June	96,759,162	25.00	0.16	8.40
		July	95,386,692	25.40	0.16	7.72
		August	95,472,471	25.40	0.16	7.73
		September	94,614,677	25.70	0.16	8.06
		October	94,957,795	25.60	0.16	8.15
		November	89,124,796	27.50	0.14	8.35
		December	88,009,663	27.80	0.14	8.05
		Subtotal	1,077,903,930	26.90	1.73	94.68
	Urban Unrestricted Access	January	83,429,342	11.90	0.22	13.63
		February	81,392,221	12.00	0.21	12.94
		March	93,429,751	11.70	0.24	15.63
		April	96,948,414	11.60	0.25	16.06
		May	102,041,215	11.50	0.27	16.58
		June	104,448,721	11.50	0.28	15.45
		July	102,967,179	11.50	0.27	14.36
		August	103,059,775	11.50	0.27	14.33
		September	102,133,811	11.50	0.27	15.05
		October	102,504,197	11.50	0.27	15.29
		November	96,207,643	11.70	0.25	16.01
		December	95,003,890	11.70	0.25	15.60
		Subtotal	1,163,566,159	11.60	3.05	180.92
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
	Off-Network	January	N/A	0.00	0.75	9.34
		February	N/A	0.00	0.77	9.21
		March	N/A	0.00	0.52	8.46
		April	N/A	0.00	0.37	7.18
		May	N/A	0.00	0.26	5.92
		June	N/A	0.00	0.22	4.75
		July	N/A	0.00	0.23	4.87
		August	N/A	0.00	0.23	4.92
		September	N/A	0.00	0.21	4.72
		October	N/A	0.00	0.27	5.96
		November	N/A	0.00	0.48	8.12
		December	N/A	0.00	0.55	8.66
		Subtotal	0	0.00	4.84	82.11

AREA TOTAL	January	160,716,580	17.00	1.08	29.65	
	February	156,792,313	17.10	1.09	28.43	
	March	179,981,165	16.30	0.90	32.06	
	April	186,759,444	16.10	0.77	31.66	
	May	196,570,112	15.70	0.69	31.39	
	June	201,207,883	15.50	0.65	28.60	
	July	198,353,870	15.60	0.65	26.95	
	August	198,532,246	15.60	0.66	26.97	
	September	196,748,488	15.70	0.64	27.82	
	October	197,461,991	15.70	0.69	29.40	
	November	185,332,438	16.10	0.87	32.48	
	December	183,013,553	16.20	0.93	32.31	
	Subtotal	2,241,470,083	16.00	9.62	357.71	
NASSAU	Urban Restricted Access	January	293,396,662	44.00	0.55	35.49
		February	286,232,703	45.10	0.53	32.94
		March	328,565,185	38.20	0.65	44.16
		April	340,939,295	36.00	0.69	46.44
		May	358,849,191	32.90	0.75	50.82
		June	367,315,687	31.50	0.78	47.86
		July	362,105,536	32.40	0.76	44.32
		August	362,431,170	32.30	0.76	43.88
		September	359,174,826	32.90	0.75	45.85
		October	360,477,363	32.60	0.76	47.49
		November	338,334,219	36.50	0.68	46.51
		December	334,100,971	37.20	0.67	44.31
		Subtotal	4,091,922,808	35.20	8.32	530.08
	Urban Unrestricted Access	January	405,344,931	13.50	1.35	117.53
		February	395,447,496	13.50	1.31	110.92
		March	453,932,336	13.30	1.53	132.64
		April	471,027,905	13.30	1.59	134.62
		May	495,771,491	13.20	1.68	138.94
		June	507,468,459	13.20	1.73	127.40
		July	500,270,325	13.20	1.70	119.92
		August	500,720,209	13.20	1.70	118.63
		September	496,221,375	13.20	1.69	125.46
		October	498,020,908	13.20	1.69	129.54
		November	467,428,838	13.30	1.58	135.64
		December	461,580,354	13.30	1.55	131.15
		Subtotal	5,653,234,627	13.30	19.09	1522.37
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
	Off-Network	January	N/A	0.00	2.78	35.64
		February	N/A	0.00	2.78	34.81
		March	N/A	0.00	2.02	33.71
		April	N/A	0.00	1.55	30.10
		May	N/A	0.00	1.20	27.01
		June	N/A	0.00	0.84	20.85
		July	N/A	0.00	0.85	20.80
		August	N/A	0.00	0.86	20.69
		September	N/A	0.00	0.82	20.42
		October	N/A	0.00	1.11	25.81
		November	N/A	0.00	1.89	32.43
		December	N/A	0.00	2.17	34.48
		Subtotal	0	0.00	18.86	336.76

AREA TOTAL	January	698,741,592	19.10	4.67	188.66
	February	681,680,199	19.20	4.62	178.67
	March	782,497,521	18.40	4.20	210.50
	April	811,967,200	18.10	3.83	211.16
	May	854,620,682	17.60	3.63	216.78
	June	874,784,147	17.40	3.35	196.11
	July	862,375,861	17.50	3.32	185.05
	August	863,151,379	17.50	3.33	183.20
	September	855,396,200	17.60	3.26	191.74
	October	858,498,272	17.60	3.56	202.84
	November	805,763,057	18.10	4.14	214.57
	December	795,681,325	18.20	4.39	209.93
	<b>Subtotal</b>	<b>9,745,157,435</b>	<b>18.00</b>	<b>46.27</b>	<b>2389.21</b>
Urban Restricted Access	January	348,750,737	46.70	0.64	40.37
	February	340,235,181	47.50	0.62	37.67
	March	390,554,377	42.60	0.75	48.21
	April	405,263,065	40.90	0.79	49.59
	May	426,551,956	38.60	0.85	52.77
	June	436,615,795	37.40	0.87	48.67
	July	430,422,663	38.10	0.86	45.10
	August	430,809,734	38.10	0.86	44.91
	September	426,939,027	38.50	0.85	46.79
	October	428,487,310	38.30	0.85	49.35
	November	402,166,499	41.30	0.78	49.35
	December	397,134,580	41.80	0.76	47.36
	<b>Subtotal</b>	<b>4,863,930,924</b>	<b>40.40</b>	<b>9.47</b>	<b>560.14</b>
Urban Unrestricted Access	January	711,313,608	12.30	2.49	217.20
	February	693,945,240	12.40	2.43	204.43
	March	796,576,505	12.10	2.84	246.79
	April	826,576,413	12.00	2.96	249.83
	May	869,997,332	11.80	3.14	257.44
	June	890,523,585	11.80	3.23	235.52
	July	877,892,045	11.80	3.17	219.80
	August	878,681,516	11.80	3.18	218.74
	September	870,786,803	11.80	3.14	229.00
	October	873,944,688	11.80	3.16	241.19
	November	820,260,643	12.00	2.93	249.31
	December	809,997,516	12.00	2.89	241.17
	<b>Subtotal</b>	<b>9,920,495,894</b>	<b>12.00</b>	<b>35.54</b>	<b>2810.41</b>
Rural Unrestricted Access	January	21,028,647	31.40	0.05	3.44
	February	20,515,183	31.70	0.05	3.22
	March	23,549,283	30.10	0.06	4.00
	April	24,436,174	29.60	0.06	4.08
	May	25,719,832	28.90	0.06	4.23
	June	26,326,652	28.60	0.07	3.86
	July	25,953,224	28.80	0.07	3.60
	August	25,976,563	28.80	0.07	3.58
	September	25,743,171	28.90	0.06	3.75
	October	25,836,528	28.80	0.07	3.95
	November	24,249,460	29.70	0.06	4.08
	December	23,946,050	29.90	0.06	3.92
	<b>Subtotal</b>	<b>293,280,767</b>	<b>29.50</b>	<b>0.73</b>	<b>45.71</b>
Off-Network	January	N/A	0.00	3.84	47.43
	February	N/A	0.00	3.63	45.36
	March	N/A	0.00	2.94	46.31
	April	N/A	0.00	2.27	42.00
	May	N/A	0.00	1.72	38.12
	June	N/A	0.00	1.16	30.65
	July	N/A	0.00	1.11	29.08
	August	N/A	0.00	1.12	28.96
	September	N/A	0.00	1.10	28.87
	October	N/A	0.00	1.56	36.08
	November	N/A	0.00	2.66	43.94
	December	N/A	0.00	2.98	46.17
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>26.09</b>	<b>462.96</b>

SUFFOLK

AREA TOTAL	January	1,081,092,992	16.40	7.03	308.43
	February	1,054,695,605	16.50	6.73	290.68
	March	1,210,680,165	15.90	6.58	345.31
	April	1,256,275,652	15.80	6.07	345.50
	May	1,322,269,120	15.50	5.77	352.56
	June	1,353,466,032	15.30	5.33	318.71
	July	1,334,267,932	15.40	5.21	297.58
	August	1,335,467,814	15.40	5.22	296.19
	September	1,323,469,001	15.50	5.15	308.41
	October	1,328,268,526	15.50	5.63	330.56
	November	1,246,676,602	15.80	6.43	346.67
	December	1,231,078,146	15.90	6.69	338.62
	<b>Subtotal</b>	<b>15,077,707,587</b>	<b>15.70</b>	<b>71.83</b>	<b>3879.22</b>
Urban Restricted Access	January	336,206,040	50.00	0.60	35.25
	February	327,996,792	50.60	0.58	33.49
	March	376,505,987	47.10	0.68	41.06
	April	390,685,598	46.00	0.71	42.45
	May	411,208,720	44.50	0.76	44.01
	June	420,910,559	43.70	0.78	40.33
	July	414,940,196	44.20	0.77	37.21
	August	415,313,344	44.10	0.77	37.36
	September	411,581,867	44.40	0.76	38.75
	October	413,074,458	44.30	0.76	40.33
	November	387,700,417	46.30	0.71	42.03
	December	382,849,498	46.60	0.70	40.81
	<b>Subtotal</b>	<b>4,688,973,476</b>	<b>45.70</b>	<b>8.57</b>	<b>473.07</b>
Urban Unrestricted Access	January	258,317,510	14.30	0.80	62.34
	February	252,010,090	14.40	0.78	59.63
	March	289,281,207	14.00	0.91	71.68
	April	300,175,841	13.90	0.95	73.85
	May	315,944,391	13.70	1.01	75.70
	June	323,398,614	13.70	1.04	69.13
	July	318,811,400	13.70	1.02	64.24
	August	319,098,101	13.70	1.02	64.29
	September	316,231,092	13.70	1.01	67.07
	October	317,377,895	13.70	1.01	69.80
	November	297,882,234	13.90	0.94	73.27
	December	294,155,123	13.90	0.93	71.20
	<b>Subtotal</b>	<b>3,602,683,498</b>	<b>13.90</b>	<b>11.43</b>	<b>822.20</b>
Rural Unrestricted Access	January	287,443	34.00	0.00	0.00
	February	280,424	34.20	0.00	0.00
	March	321,898	33.10	0.00	0.00
	April	334,021	32.80	0.00	0.00
	May	351,567	32.30	0.00	0.00
	June	359,862	32.10	0.00	0.00
	July	354,757	32.20	0.00	0.00
	August	355,076	32.20	0.00	0.00
	September	351,886	32.30	0.00	0.00
	October	353,162	32.30	0.00	0.00
	November	331,468	32.90	0.00	0.00
	December	327,321	33.00	0.00	0.00
	<b>Subtotal</b>	<b>4,008,885</b>	<b>32.70</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	2.17	29.72
	February	N/A	0.00	2.13	29.34
	March	N/A	0.00	1.53	28.81
	April	N/A	0.00	1.14	26.26
	May	N/A	0.00	0.88	24.22
	June	N/A	0.00	0.63	19.81
	July	N/A	0.00	0.63	19.62
	August	N/A	0.00	0.63	19.55
	September	N/A	0.00	0.64	20.29
	October	N/A	0.00	0.89	24.04
	November	N/A	0.00	1.46	28.48
	December	N/A	0.00	1.69	29.55
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>14.43</b>	<b>299.68</b>

WESTCHESTER

AREA TOTAL	January	594,810,993	24.00	3.58	127.32
	February	580,287,306	24.10	3.50	122.45
	March	666,109,092	23.20	3.13	141.55
	April	691,195,460	22.90	2.80	142.56
	May	727,504,678	22.60	2.65	143.92
	June	744,669,035	22.40	2.44	129.27
	July	734,106,353	22.50	2.42	121.07
	August	734,766,521	22.50	2.42	121.20
	September	728,164,845	22.50	2.41	126.11
	October	730,805,515	22.50	2.66	134.17
	November	685,914,120	23.00	3.11	143.77
	December	677,331,941	23.10	3.31	141.56
	<b>Subtotal</b>	<b>8,295,665,859</b>	<b>22.90</b>	<b>34.43</b>	<b>1594.95</b>
Urban Restricted Access	January	109,615,682	46.10	0.20	12.38
	February	106,939,161	47.30	0.19	11.80
	March	122,754,964	41.10	0.23	14.83
	April	127,378,045	39.60	0.24	15.40
	May	134,069,347	37.20	0.26	16.21
	June	137,232,507	36.00	0.27	14.97
	July	135,285,947	36.70	0.26	13.75
	August	135,407,607	36.70	0.26	13.80
	September	134,191,007	37.10	0.26	14.29
	October	134,677,647	37.00	0.26	14.87
	November	126,404,765	39.90	0.24	15.25
	December	124,823,185	40.40	0.24	14.76
	<b>Subtotal</b>	<b>1,528,779,864</b>	<b>39.00</b>	<b>2.92</b>	<b>172.31</b>
Urban Unrestricted Access	January	106,370,319	13.30	0.34	27.16
	February	103,773,042	13.40	0.33	25.97
	March	119,120,590	13.10	0.39	31.05
	April	123,606,797	13.10	0.40	31.92
	May	130,099,991	13.00	0.43	32.72
	June	133,169,500	12.90	0.44	29.87
	July	131,280,571	12.90	0.43	27.74
	August	131,398,629	12.90	0.43	27.77
	September	130,218,049	13.00	0.43	28.99
	October	130,690,281	13.00	0.43	30.18
	November	122,662,332	13.10	0.40	31.69
	December	121,127,578	13.10	0.39	30.83
	<b>Subtotal</b>	<b>1,483,517,679</b>	<b>13.10</b>	<b>4.82</b>	<b>355.89</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	0.72	9.70
	February	N/A	0.00	0.70	9.56
	March	N/A	0.00	0.51	9.39
	April	N/A	0.00	0.37	8.54
	May	N/A	0.00	0.29	7.88
	June	N/A	0.00	0.21	6.43
	July	N/A	0.00	0.21	6.38
	August	N/A	0.00	0.21	6.36
	September	N/A	0.00	0.21	6.59
	October	N/A	0.00	0.29	7.82
	November	N/A	0.00	0.48	9.27
	December	N/A	0.00	0.56	9.63
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>4.75</b>	<b>97.54</b>

ROCKLAND



AREA TOTAL	January	215,986,001	20.90	1.26	49.24	
	February	210,712,203	21.00	1.23	47.33	
	March	241,875,555	20.10	1.12	55.26	
	April	250,984,842	19.80	1.02	55.87	
	May	264,169,337	19.40	0.98	56.80	
	June	270,402,008	19.10	0.91	51.27	
	July	266,566,518	19.30	0.90	47.88	
	August	266,806,236	19.30	0.90	47.92	
	September	264,409,055	19.40	0.90	49.87	
	October	265,367,928	19.30	0.98	52.87	
	November	249,067,097	19.90	1.12	56.22	
	December	245,950,762	20.00	1.19	55.22	
	Subtotal	3,012,297,542	19.70	12.50	625.73	
PUTNAM	Urban Restricted Access	January	32,806,093	61.60	0.06	3.59
		February	32,005,057	61.90	0.06	3.46
		March	36,738,455	59.90	0.07	4.16
		April	38,122,064	59.10	0.07	4.18
		May	40,124,656	58.00	0.07	4.23
		June	41,071,335	57.40	0.07	3.93
		July	40,488,763	57.80	0.07	3.65
		August	40,525,174	57.70	0.07	3.60
		September	40,161,066	58.00	0.07	3.70
		October	40,306,710	57.90	0.07	3.87
		November	37,830,778	59.30	0.07	4.09
		December	37,357,438	59.60	0.07	4.03
		Subtotal	457,537,589	58.90	0.82	46.48
	Urban Unrestricted Access	January	30,786,991	34.90	0.07	4.08
		February	30,035,255	35.10	0.07	3.93
		March	34,477,329	34.00	0.08	4.83
		April	35,775,781	33.70	0.08	4.88
		May	37,655,120	33.20	0.08	5.03
		June	38,543,535	32.90	0.09	4.65
		July	37,996,818	33.10	0.09	4.33
		August	38,030,988	33.10	0.09	4.26
		September	37,689,290	33.20	0.09	4.42
		October	37,825,969	33.10	0.09	4.63
		November	35,502,423	33.70	0.08	4.78
		December	35,058,216	33.80	0.08	4.69
		Subtotal	429,377,715	33.60	0.96	54.51
	Rural Unrestricted Access	January	12,282,227	35.30	0.03	1.62
		February	11,982,328	35.60	0.03	1.55
		March	13,754,458	33.60	0.03	1.95
		April	14,272,465	33.10	0.03	1.97
		May	15,022,213	32.20	0.04	2.04
		June	15,376,639	31.80	0.04	1.90
		July	15,158,531	32.10	0.04	1.76
		August	15,172,162	32.10	0.04	1.74
		September	15,035,845	32.20	0.04	1.79
		October	15,090,372	32.10	0.04	1.88
		November	14,163,411	33.20	0.03	1.93
		December	13,986,198	33.40	0.03	1.90
		Subtotal	171,296,849	32.90	0.39	22.04
	Off-Network	January	N/A	0.00	0.31	4.06
		February	N/A	0.00	0.30	3.96
		March	N/A	0.00	0.19	3.77
		April	N/A	0.00	0.14	3.47
		May	N/A	0.00	0.11	3.22
		June	N/A	0.00	0.08	2.69
		July	N/A	0.00	0.09	2.70
		August	N/A	0.00	0.09	2.68
		September	N/A	0.00	0.09	2.76
		October	N/A	0.00	0.12	3.23
		November	N/A	0.00	0.20	3.81
		December	N/A	0.00	0.22	3.93
		Subtotal	0	0.00	1.93	40.28



	AREA TOTAL	January	76,143,880	43.10	0.47	13.39
		February	74,284,651	43.30	0.44	12.92
		March	85,271,004	41.80	0.37	14.75
		April	88,482,400	41.30	0.33	14.53
		May	93,130,473	40.50	0.31	14.56
		June	95,327,743	40.10	0.28	13.20
		July	93,975,577	40.40	0.28	12.47
		August	94,060,087	40.40	0.28	12.31
		September	93,214,983	40.50	0.28	12.71
		October	93,553,025	40.40	0.31	13.65
		November	87,806,317	41.40	0.38	14.64
		December	86,707,681	41.60	0.40	14.58
		<b>Subtotal</b>	<b>1,061,957,821</b>	<b>41.10</b>	<b>4.11</b>	<b>163.73</b>
REGIONAL		January	4,230,291,614	18.10	25.89	984.48
		February	4,126,999,256	18.30	25.46	935.94
		March	4,737,363,195	17.40	23.34	1098.75
		April	4,915,777,270	17.10	21.05	1100.70
		May	5,174,008,168	16.60	19.86	1121.07
		June	5,296,080,956	16.40	18.37	1016.03
		July	5,220,959,240	16.60	18.14	951.46
		August	5,225,654,348	16.60	18.19	948.51
		September	5,178,703,274	16.60	17.87	985.38
		October	5,197,483,704	16.60	19.55	1048.65
		November	4,878,216,412	17.20	22.83	1112.96
		December	4,817,180,018	17.30	24.17	1091.66
		<b>Subtotal</b>	<b>58,998,717,455</b>	<b>17.00</b>	<b>254.71</b>	<b>12395.58</b>

**Appendix 2C Monthly PM2.5 and NOx Emissions  
2045 Build Monthly Emissions Report**

COUNTY	FACILITY	MONTH	Build			
			VMT (MILLION)	SPEED (MPH)	PM 2.5 (TONS)	Nox (TONS)
MANHATTAN	Urban Restricted Access	January	113,845,224	32.00	0.15	10.88
		February	111,065,429	32.90	0.15	10.11
		March	127,491,488	27.40	0.18	13.68
		April	132,292,952	25.70	0.19	14.61
		May	139,242,438	23.40	0.21	15.78
		June	142,527,650	22.40	0.22	15.16
		July	140,505,981	23.00	0.21	13.62
		August	140,632,335	23.00	0.21	13.76
		September	139,368,792	23.40	0.21	14.25
		October	139,874,210	23.20	0.21	14.80
		November	131,282,117	26.10	0.19	14.47
		December	129,639,511	26.60	0.18	13.88
		Subtotal	1,587,768,127	25.10	2.30	164.98
	Urban Unrestricted Access	January	119,538,424	13.30	0.27	22.84
		February	116,619,616	13.30	0.26	21.67
		March	133,867,114	12.90	0.30	26.15
		April	138,908,690	12.80	0.31	26.88
		May	146,205,708	12.60	0.33	27.36
		June	149,655,207	12.50	0.34	25.51
		July	147,532,438	12.60	0.34	23.33
		August	147,665,111	12.60	0.34	23.49
		September	146,338,381	12.60	0.33	24.64
		October	146,869,073	12.60	0.34	25.44
		November	137,847,305	12.80	0.31	26.85
		December	136,122,556	12.90	0.31	26.07
		Subtotal	1,667,169,623	12.80	3.78	300.23
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
	Off-Network	January	N/A	0.00	0.31	8.52
		February	N/A	0.00	0.31	8.30
		March	N/A	0.00	0.22	7.75
		April	N/A	0.00	0.16	6.80
		May	N/A	0.00	0.13	6.20
		June	N/A	0.00	0.09	4.52
		July	N/A	0.00	0.10	4.61
		August	N/A	0.00	0.10	4.57
		September	N/A	0.00	0.09	4.63
		October	N/A	0.00	0.13	6.00
		November	N/A	0.00	0.21	7.64
		December	N/A	0.00	0.24	8.08
		Subtotal	0	0.00	2.10	77.63

AREA TOTAL	January	233,383,647	18.60	0.73	42.24
	February	227,685,046	18.80	0.72	40.08
	March	261,358,602	17.40	0.70	47.58
	April	271,201,641	16.90	0.67	48.29
	May	285,448,146	16.30	0.68	49.34
	June	292,182,857	15.90	0.65	45.19
	July	288,038,419	16.10	0.65	41.56
	August	288,297,447	16.10	0.65	41.82
	September	285,707,173	16.30	0.64	43.52
	October	286,743,283	16.20	0.67	46.24
	November	269,129,423	17.00	0.71	48.96
	December	265,762,067	17.20	0.73	48.03
	<b>Subtotal</b>	<b>3,254,937,751</b>	<b>16.80</b>	<b>8.18</b>	<b>542.84</b>
Urban Restricted Access	January	333,875,625	32.00	0.45	26.63
	February	325,723,279	33.40	0.43	24.63
	March	373,896,233	25.30	0.55	34.95
	April	387,977,558	23.20	0.60	37.95
	May	408,358,423	20.50	0.66	42.21
	June	417,993,014	19.30	0.70	41.07
	July	412,064,035	20.00	0.67	37.22
	August	412,434,596	20.00	0.68	37.27
	September	408,728,984	20.40	0.66	38.15
	October	410,211,229	20.30	0.67	39.39
	November	385,013,068	23.70	0.59	37.67
	December	380,195,773	24.40	0.57	35.74
	<b>Subtotal</b>	<b>4,656,471,817</b>	<b>22.50</b>	<b>7.22</b>	<b>432.86</b>
Urban Unrestricted Access	January	269,154,530	10.00	0.69	49.12
	February	262,582,499	10.00	0.67	46.75
	March	301,417,226	9.90	0.77	55.50
	April	312,768,915	9.90	0.80	56.69
	May	329,198,992	9.80	0.85	58.52
	June	336,965,937	9.80	0.87	54.48
	July	332,186,278	9.80	0.86	50.74
	August	332,485,007	9.80	0.86	50.64
	September	329,497,720	9.80	0.85	52.80
	October	330,692,635	9.80	0.85	54.38
	November	310,379,086	9.90	0.80	57.13
	December	306,495,613	9.90	0.79	55.25
	<b>Subtotal</b>	<b>3,753,824,438</b>	<b>9.90</b>	<b>9.65</b>	<b>642.00</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	1.00	27.55
	February	N/A	0.00	1.04	27.23
	March	N/A	0.00	0.78	26.35
	April	N/A	0.00	0.57	22.75
	May	N/A	0.00	0.43	19.66
	June	N/A	0.00	0.32	14.98
	July	N/A	0.00	0.33	15.32
	August	N/A	0.00	0.34	15.38
	September	N/A	0.00	0.31	14.82
	October	N/A	0.00	0.40	18.92
	November	N/A	0.00	0.67	24.60
	December	N/A	0.00	0.79	26.51
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>6.98</b>	<b>254.06</b>

AREA TOTAL	January	603,030,155	16.20	2.14	103.30
	February	588,305,778	16.40	2.14	98.62
	March	675,313,459	15.00	2.10	116.80
	April	700,746,473	14.50	1.97	117.39
	May	737,557,415	13.80	1.94	120.39
	June	754,958,951	13.50	1.89	110.53
	July	744,250,313	13.70	1.86	103.28
	August	744,919,603	13.70	1.87	103.29
	September	738,226,704	13.80	1.82	105.76
	October	740,903,864	13.80	1.92	112.68
	November	695,392,154	14.60	2.06	119.40
	December	686,691,386	14.80	2.15	117.49
	<b>Subtotal</b>	<b>8,410,296,255</b>	<b>14.30</b>	<b>23.85</b>	<b>1328.92</b>
Urban Restricted Access	January	158,034,403	41.90	0.19	12.27
	February	154,175,627	42.70	0.19	11.53
	March	176,977,483	37.90	0.22	14.94
	April	183,642,641	36.30	0.23	15.65
	May	193,289,580	33.90	0.25	17.00
	June	197,849,951	32.80	0.26	16.20
	July	195,043,569	33.50	0.25	14.91
	August	195,218,968	33.50	0.25	14.91
	September	193,464,979	33.90	0.25	15.37
	October	194,166,575	33.70	0.25	15.81
	November	182,239,450	36.60	0.23	15.70
	December	179,959,264	37.20	0.23	15.05
	<b>Subtotal</b>	<b>2,204,062,490</b>	<b>35.70</b>	<b>2.79</b>	<b>179.35</b>
Urban Unrestricted Access	January	106,473,867	11.60	0.25	22.26
	February	103,874,061	11.70	0.24	21.17
	March	119,236,551	11.40	0.28	25.40
	April	123,727,124	11.30	0.29	26.01
	May	130,226,639	11.20	0.31	26.96
	June	133,299,137	11.20	0.32	25.12
	July	131,408,369	11.20	0.31	23.37
	August	131,526,542	11.20	0.31	23.31
	September	130,344,812	11.20	0.31	24.32
	October	130,817,504	11.20	0.31	25.08
	November	122,781,740	11.40	0.29	26.19
	December	121,245,492	11.40	0.29	25.31
	<b>Subtotal</b>	<b>1,484,961,838</b>	<b>11.30</b>	<b>3.51</b>	<b>294.49</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	0.33	10.15
	February	N/A	0.00	0.34	10.01
	March	N/A	0.00	0.26	9.82
	April	N/A	0.00	0.19	8.60
	May	N/A	0.00	0.14	7.58
	June	N/A	0.00	0.11	5.98
	July	N/A	0.00	0.11	6.13
	August	N/A	0.00	0.11	6.16
	September	N/A	0.00	0.10	5.90
	October	N/A	0.00	0.13	7.32
	November	N/A	0.00	0.22	9.21
	December	N/A	0.00	0.26	9.86
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>2.30</b>	<b>96.72</b>

BRONX

AREA TOTAL	January	264,508,270	20.50	0.77	44.69	
	February	258,049,689	20.70	0.77	42.71	
	March	296,214,034	19.60	0.76	50.16	
	April	307,369,766	19.20	0.71	50.26	
	May	323,516,219	18.70	0.70	51.54	
	June	331,149,088	18.40	0.68	47.30	
	July	326,451,938	18.60	0.68	44.41	
	August	326,745,510	18.60	0.68	44.39	
	September	323,809,791	18.70	0.66	45.58	
	October	324,984,079	18.60	0.69	48.20	
	November	305,021,190	19.30	0.74	51.11	
	December	301,204,756	19.40	0.77	50.22	
	Subtotal	3,689,024,330	19.10	8.59	570.56	
	KINGS	Urban Restricted Access	January	137,651,250	34.50	0.18
February			134,290,176	35.60	0.18	10.02
March			154,151,066	29.30	0.22	13.56
April			159,956,558	27.50	0.23	14.17
May			168,359,242	25.10	0.25	15.36
June			172,331,420	24.00	0.26	14.41
July			169,887,003	24.70	0.26	13.14
August			170,039,779	24.60	0.26	13.10
September			168,512,018	25.00	0.25	13.83
October			169,123,122	24.90	0.25	14.34
November			158,734,349	27.80	0.23	14.19
December			156,748,260	28.40	0.22	13.53
Subtotal			1,919,784,243	26.90	2.79	160.42
Urban Unrestricted Access			January	220,368,509	10.80	0.55
		February	214,987,702	10.90	0.54	38.16
		March	246,783,381	10.60	0.63	45.55
		April	256,077,502	10.60	0.65	46.13
		May	269,529,520	10.50	0.69	47.28
		June	275,888,656	10.40	0.71	43.21
		July	271,975,341	10.40	0.70	40.10
		August	272,219,923	10.40	0.70	39.91
		September	269,774,102	10.50	0.69	42.59
		October	270,752,431	10.50	0.69	44.04
		November	254,120,845	10.60	0.65	46.49
		December	250,941,277	10.60	0.64	44.87
		Subtotal	3,073,419,189	10.50	7.83	518.59
		Rural Unrestricted Access	January	0	0.00	0.00
February			0	0.00	0.00	0.00
March			0	0.00	0.00	0.00
April			0	0.00	0.00	0.00
May			0	0.00	0.00	0.00
June			0	0.00	0.00	0.00
July			0	0.00	0.00	0.00
August			0	0.00	0.00	0.00
September			0	0.00	0.00	0.00
October			0	0.00	0.00	0.00
November			0	0.00	0.00	0.00
December			0	0.00	0.00	0.00
Subtotal			0	0.00	0.00	0.00
Off-Network			January	N/A	0.00	0.66
		February	N/A	0.00	0.68	17.24
		March	N/A	0.00	0.51	16.65
		April	N/A	0.00	0.38	14.56
		May	N/A	0.00	0.29	12.63
		June	N/A	0.00	0.21	9.59
		July	N/A	0.00	0.21	9.29
		August	N/A	0.00	0.21	9.28
		September	N/A	0.00	0.20	9.18
		October	N/A	0.00	0.26	11.92
		November	N/A	0.00	0.46	15.74
		December	N/A	0.00	0.52	16.77
		Subtotal	0	0.00	4.57	160.39

AREA TOTAL	January	358,019,759	14.70	1.40	68.59
	February	349,277,878	14.80	1.39	65.43
	March	400,934,447	14.10	1.35	75.75
	April	416,034,060	13.80	1.26	74.87
	May	437,888,762	13.50	1.23	75.28
	June	448,220,076	13.30	1.18	67.21
	July	441,862,344	13.40	1.16	62.53
	August	442,259,702	13.40	1.16	62.29
	September	438,286,120	13.50	1.14	65.60
	October	439,875,553	13.50	1.21	70.30
	November	412,855,194	13.90	1.33	76.42
	December	407,689,537	14.00	1.38	75.16
	<b>Subtotal</b>	<b>4,993,203,432</b>	<b>13.80</b>	<b>15.18</b>	<b>839.40</b>
Urban Restricted Access	January	79,910,453	30.70	0.11	6.17
	February	77,959,254	31.30	0.11	5.78
	March	89,489,064	27.60	0.13	7.51
	April	92,859,317	26.50	0.14	7.90
	May	97,737,313	24.90	0.15	8.39
	June	100,043,275	24.20	0.15	7.96
	July	98,624,222	24.60	0.15	7.31
	August	98,712,913	24.60	0.15	7.30
	September	97,826,004	24.90	0.15	7.61
	October	98,180,767	24.80	0.15	7.77
	November	92,149,790	26.70	0.13	7.85
	December	90,996,809	27.10	0.13	7.59
	<b>Subtotal</b>	<b>1,114,489,181</b>	<b>26.10</b>	<b>1.62</b>	<b>89.15</b>
Urban Unrestricted Access	January	85,042,131	12.00	0.20	12.87
	February	82,965,630	12.00	0.19	12.22
	March	95,235,860	11.80	0.22	14.76
	April	98,822,543	11.70	0.23	15.19
	May	104,013,794	11.60	0.25	15.69
	June	106,467,840	11.50	0.25	14.54
	July	104,957,658	11.60	0.25	13.51
	August	105,052,044	11.60	0.25	13.48
	September	104,108,180	11.60	0.25	14.20
	October	104,485,726	11.60	0.25	14.49
	November	98,067,452	11.70	0.23	15.14
	December	96,840,429	11.70	0.23	14.75
	<b>Subtotal</b>	<b>1,186,059,287</b>	<b>11.70</b>	<b>2.79</b>	<b>170.83</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	0.33	8.84
	February	N/A	0.00	0.35	8.74
	March	N/A	0.00	0.23	7.92
	April	N/A	0.00	0.17	6.64
	May	N/A	0.00	0.12	5.35
	June	N/A	0.00	0.10	4.18
	July	N/A	0.00	0.10	4.27
	August	N/A	0.00	0.10	4.31
	September	N/A	0.00	0.10	4.16
	October	N/A	0.00	0.12	5.39
	November	N/A	0.00	0.21	7.59
	December	N/A	0.00	0.25	8.12
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>2.17</b>	<b>75.50</b>

RICHMOND

AREA TOTAL	January	164,952,584	17.00	0.64	27.89	
	February	160,924,885	17.10	0.64	26.74	
	March	184,724,925	16.30	0.58	30.19	
	April	191,681,859	16.00	0.53	29.73	
	May	201,751,107	15.60	0.51	29.43	
	June	206,511,115	15.40	0.50	26.68	
	July	203,581,879	15.60	0.50	25.09	
	August	203,764,957	15.60	0.50	25.10	
	September	201,934,184	15.60	0.49	25.97	
	October	202,666,493	15.60	0.51	27.65	
	November	190,217,242	16.10	0.58	30.58	
	December	187,837,238	16.20	0.60	30.46	
	Subtotal	2,300,548,468	16.00	6.59	335.48	
	NASSAU	Urban Restricted Access	January	298,360,364	43.60	0.49
February			291,075,205	44.70	0.47	29.46
March			334,123,870	37.60	0.58	40.37
April			346,707,326	35.50	0.61	42.84
May			364,920,223	32.40	0.67	47.26
June			373,529,956	30.90	0.70	44.57
July			368,231,659	31.80	0.68	41.13
August			368,562,802	31.80	0.68	40.70
September			365,251,367	32.30	0.67	42.62
October			366,575,941	32.10	0.67	44.23
November			344,058,178	35.90	0.61	42.71
December			339,753,311	36.70	0.59	40.63
Subtotal			4,161,150,202	34.70	7.42	488.37
Urban Unrestricted Access		January	417,944,998	13.40	1.21	114.61
		February	407,739,904	13.40	1.18	108.20
		March	468,042,734	13.20	1.38	129.46
		April	485,669,715	13.20	1.43	131.51
		May	511,182,450	13.10	1.52	135.85
		June	523,243,016	13.00	1.56	124.43
		July	515,821,130	13.10	1.53	117.04
		August	516,284,997	13.10	1.54	115.76
		September	511,646,318	13.10	1.52	122.55
		October	513,501,790	13.10	1.53	126.79
		November	481,958,771	13.20	1.42	132.48
		December	475,928,488	13.20	1.40	128.12
		Subtotal	5,828,964,311	13.20	17.21	1486.80
Rural Unrestricted Access		January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
Off-Network		January	N/A	0.00	1.39	33.56
		February	N/A	0.00	1.39	32.81
		March	N/A	0.00	1.02	31.40
		April	N/A	0.00	0.78	27.78
		May	N/A	0.00	0.60	24.57
		June	N/A	0.00	0.43	18.41
		July	N/A	0.00	0.43	18.27
		August	N/A	0.00	0.44	18.13
		September	N/A	0.00	0.42	18.08
		October	N/A	0.00	0.56	23.40
		November	N/A	0.00	0.95	30.15
		December	N/A	0.00	1.09	32.20
		Subtotal	0	0.00	9.49	308.74



SUFFOLK	AREA TOTAL	January	716,305,362	18.80	3.09	180.02
		February	698,815,109	19.00	3.04	170.47
		March	802,166,604	18.10	2.97	201.23
		April	832,377,041	17.80	2.83	202.13
		May	876,102,673	17.40	2.79	207.68
		June	896,772,972	17.20	2.68	187.41
		July	884,052,788	17.30	2.65	176.43
		August	884,847,800	17.30	2.65	174.59
		September	876,897,685	17.40	2.61	183.25
		October	880,077,731	17.40	2.76	194.43
		November	826,016,949	17.90	2.97	205.34
		December	815,681,799	18.00	3.08	200.94
		<b>Subtotal</b>	<b>9,990,114,513</b>	<b>17.70</b>	<b>34.12</b>	<b>2283.91</b>
SUFFOLK	Urban Restricted Access	January	357,191,485	46.30	0.58	36.27
		February	348,469,828	47.10	0.56	33.79
		March	400,006,891	42.00	0.67	43.93
		April	415,071,570	40.40	0.70	45.45
		May	436,875,712	37.90	0.76	48.66
		June	447,183,124	36.80	0.79	45.30
		July	440,840,101	37.50	0.77	41.59
		August	441,236,540	37.50	0.77	41.39
		September	437,272,151	37.90	0.76	43.16
		October	438,857,907	37.70	0.76	45.54
		November	411,900,059	40.70	0.70	45.15
		December	406,746,352	41.30	0.69	43.23
		<b>Subtotal</b>	<b>4,981,651,720</b>	<b>39.80</b>	<b>8.50</b>	<b>513.46</b>
	Urban Unrestricted Access	January	732,876,338	12.20	2.24	211.89
		February	714,981,466	12.30	2.18	199.56
		March	820,723,890	12.00	2.55	241.03
		April	851,633,214	11.90	2.66	244.21
		May	896,370,393	11.80	2.82	251.88
		June	917,518,878	11.70	2.90	230.45
		July	904,504,426	11.70	2.85	214.83
		August	905,317,829	11.70	2.85	213.62
		September	897,183,796	11.80	2.82	224.02
		October	900,437,409	11.80	2.83	236.08
		November	845,125,988	11.90	2.63	243.68
		December	834,551,745	11.90	2.60	235.75
		<b>Subtotal</b>	<b>10,221,225,372</b>	<b>11.90</b>	<b>31.93</b>	<b>2746.99</b>
	Rural Unrestricted Access	January	21,651,199	31.30	0.05	3.24
		February	21,122,535	31.60	0.04	3.02
		March	24,246,459	29.90	0.05	3.77
		April	25,159,606	29.40	0.05	3.85
		May	26,481,267	28.70	0.06	3.99
		June	27,106,052	28.40	0.06	3.66
		July	26,721,569	28.60	0.06	3.40
		August	26,745,599	28.60	0.06	3.39
		September	26,505,297	28.70	0.06	3.55
		October	26,601,418	28.60	0.06	3.74
		November	24,967,365	29.50	0.05	3.84
		December	24,654,972	29.70	0.05	3.69
		<b>Subtotal</b>	<b>301,963,338</b>	<b>29.30</b>	<b>0.65</b>	<b>43.12</b>
	Off-Network	January	N/A	0.00	1.99	44.84
		February	N/A	0.00	1.89	42.88
		March	N/A	0.00	1.53	43.43
		April	N/A	0.00	1.18	39.12
		May	N/A	0.00	0.90	35.08
		June	N/A	0.00	0.61	27.62
		July	N/A	0.00	0.59	25.93
		August	N/A	0.00	0.59	25.77
		September	N/A	0.00	0.58	25.96
		October	N/A	0.00	0.82	33.08
		November	N/A	0.00	1.38	41.11
		December	N/A	0.00	1.55	43.35
		<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>13.61</b>	<b>428.18</b>



AREA TOTAL	January	1,111,719,022	16.30	4.85	296.24
	February	1,084,573,829	16.40	4.67	279.25
	March	1,244,977,239	15.80	4.80	332.15
	April	1,291,864,390	15.60	4.60	332.63
	May	1,359,727,372	15.30	4.54	339.61
	June	1,391,808,054	15.20	4.35	307.02
	July	1,372,066,095	15.30	4.26	285.75
	August	1,373,299,968	15.30	4.27	284.17
	September	1,360,961,244	15.30	4.22	296.69
	October	1,365,896,734	15.30	4.47	318.44
	November	1,281,993,411	15.70	4.77	333.77
	December	1,265,953,070	15.70	4.88	326.02
	<b>Subtotal</b>	<b>15,504,840,428</b>	<b>15.60</b>	<b>54.69</b>	<b>3731.75</b>
Urban Restricted Access	January	341,219,297	49.90	0.52	30.54
	February	332,887,638	50.50	0.51	28.94
	March	382,120,167	46.90	0.60	35.76
	April	396,511,214	45.80	0.62	37.11
	May	417,340,361	44.20	0.66	38.56
	June	427,186,867	43.40	0.68	35.52
	July	421,127,479	43.90	0.67	32.68
	August	421,506,190	43.90	0.67	32.79
	September	417,719,073	44.20	0.66	33.98
	October	419,233,920	44.10	0.67	35.42
	November	393,481,520	46.10	0.62	36.73
	December	388,558,267	46.40	0.61	35.63
	<b>Subtotal</b>	<b>4,758,891,993</b>	<b>45.50</b>	<b>7.49</b>	<b>413.65</b>
Urban Unrestricted Access	January	257,668,801	14.20	0.69	57.83
	February	251,377,221	14.30	0.67	55.19
	March	288,554,740	13.90	0.78	66.41
	April	299,422,015	13.80	0.81	68.46
	May	315,150,965	13.70	0.86	70.16
	June	322,586,468	13.60	0.88	64.02
	July	318,010,774	13.70	0.87	59.48
	August	318,296,755	13.70	0.87	59.48
	September	315,436,946	13.70	0.86	62.16
	October	316,580,869	13.70	0.86	64.77
	November	297,134,167	13.80	0.81	67.92
	December	293,416,415	13.90	0.79	65.99
	<b>Subtotal</b>	<b>3,593,636,136</b>	<b>13.80</b>	<b>9.75</b>	<b>761.87</b>
Rural Unrestricted Access	January	289,205	34.00	0.00	0.00
	February	282,143	34.10	0.00	0.00
	March	323,871	33.10	0.00	0.00
	April	336,068	32.70	0.00	0.00
	May	353,722	32.30	0.00	0.00
	June	362,068	32.00	0.00	0.00
	July	356,932	32.20	0.00	0.00
	August	357,253	32.20	0.00	0.00
	September	354,043	32.20	0.00	0.00
	October	355,327	32.20	0.00	0.00
	November	333,500	32.80	0.00	0.00
	December	329,327	32.90	0.00	0.00
	<b>Subtotal</b>	<b>4,033,459</b>	<b>32.70</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	1.10	27.80
	February	N/A	0.00	1.08	27.39
	March	N/A	0.00	0.78	26.65
	April	N/A	0.00	0.58	24.06
	May	N/A	0.00	0.46	21.95
	June	N/A	0.00	0.33	17.57
	July	N/A	0.00	0.33	17.38
	August	N/A	0.00	0.33	17.30
	September	N/A	0.00	0.33	18.11
	October	N/A	0.00	0.46	21.81
	November	N/A	0.00	0.74	26.31
	December	N/A	0.00	0.86	27.43
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>7.37</b>	<b>273.74</b>

WESTCHESTER

AREA TOTAL	January	599,177,303	24.00	2.31	116.16
	February	584,547,003	24.20	2.26	111.52
	March	670,998,778	23.20	2.15	128.82
	April	696,269,297	23.00	2.02	129.63
	May	732,845,048	22.60	1.98	130.67
	June	750,135,403	22.40	1.89	117.10
	July	739,495,184	22.50	1.87	109.54
	August	740,160,198	22.50	1.87	109.57
	September	733,510,061	22.60	1.86	114.24
	October	736,170,116	22.50	1.99	122.00
	November	690,949,188	23.00	2.17	130.96
	December	682,304,010	23.10	2.26	129.05
	<b>Subtotal</b>	<b>8,356,561,589</b>	<b>22.90</b>	<b>24.60</b>	<b>1449.26</b>
Urban Restricted Access	January	115,341,289	46.10	0.18	11.16
	February	112,524,965	47.30	0.18	10.60
	March	129,166,882	40.90	0.21	13.52
	April	134,031,443	39.30	0.22	14.17
	May	141,072,254	36.80	0.24	15.12
	June	144,400,637	35.60	0.24	13.95
	July	142,352,401	36.30	0.24	12.81
	August	142,480,416	36.30	0.24	12.83
	September	141,200,269	36.70	0.24	13.34
	October	141,712,328	36.60	0.24	13.90
	November	133,007,325	39.60	0.22	13.97
	December	131,343,133	40.20	0.21	13.48
	<b>Subtotal</b>	<b>1,608,633,342</b>	<b>38.70</b>	<b>2.65</b>	<b>158.84</b>
Urban Unrestricted Access	January	115,411,227	13.30	0.32	27.48
	February	112,593,195	13.40	0.31	26.28
	March	129,245,203	13.10	0.36	31.49
	April	134,112,713	13.00	0.37	32.38
	May	141,157,794	12.90	0.39	33.19
	June	144,488,195	12.90	0.41	30.27
	July	142,438,717	12.90	0.40	28.12
	August	142,566,810	12.90	0.40	28.12
	September	141,285,886	12.90	0.40	29.40
	October	141,798,256	12.90	0.40	30.65
	November	133,087,974	13.10	0.37	32.15
	December	131,422,773	13.10	0.36	31.28
	<b>Subtotal</b>	<b>1,609,608,743</b>	<b>13.00</b>	<b>4.47</b>	<b>360.81</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	0.36	9.08
	February	N/A	0.00	0.36	8.94
	March	N/A	0.00	0.26	8.70
	April	N/A	0.00	0.19	7.84
	May	N/A	0.00	0.15	7.15
	June	N/A	0.00	0.11	5.71
	July	N/A	0.00	0.11	5.66
	August	N/A	0.00	0.11	5.63
	September	N/A	0.00	0.11	5.89
	October	N/A	0.00	0.15	7.10
	November	N/A	0.00	0.25	8.58
	December	N/A	0.00	0.28	8.95
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>2.43</b>	<b>89.20</b>

ROCKLAND

AREA TOTAL	January	230,752,516	20.70	0.86	47.72
	February	225,118,160	20.90	0.84	45.81
	March	258,412,085	19.90	0.82	53.70
	April	268,144,156	19.60	0.78	54.39
	May	282,230,048	19.10	0.78	55.46
	June	288,888,833	18.90	0.76	49.93
	July	284,791,119	19.00	0.75	46.59
	August	285,047,226	19.00	0.75	46.58
	September	282,486,155	19.10	0.74	48.63
	October	283,510,583	19.10	0.78	51.65
	November	266,095,299	19.60	0.83	54.69
	December	262,765,906	19.70	0.86	53.71
	<b>Subtotal</b>	<b>3,218,242,086</b>	<b>19.50</b>	<b>9.56</b>	<b>608.86</b>
Urban Restricted Access	January	33,531,925	61.40	0.05	3.09
	February	32,713,166	61.70	0.05	2.98
	March	37,551,290	59.60	0.06	3.60
	April	38,965,511	58.90	0.06	3.60
	May	41,012,410	57.70	0.06	3.66
	June	41,980,035	57.10	0.07	3.38
	July	41,384,574	57.40	0.07	3.15
	August	41,421,790	57.40	0.07	3.11
	September	41,049,626	57.70	0.06	3.20
	October	41,198,492	57.60	0.06	3.35
	November	38,667,780	59.10	0.06	3.53
	December	38,183,968	59.30	0.06	3.47
	<b>Subtotal</b>	<b>467,660,567</b>	<b>58.60</b>	<b>0.73</b>	<b>40.12</b>
Urban Unrestricted Access	January	31,568,068	34.80	0.06	3.72
	February	30,797,261	35.00	0.06	3.58
	March	35,352,032	33.90	0.07	4.41
	April	36,683,427	33.60	0.07	4.46
	May	38,610,445	33.10	0.07	4.60
	June	39,521,400	32.80	0.08	4.26
	July	38,960,812	33.00	0.08	3.96
	August	38,995,849	33.00	0.08	3.90
	September	38,645,482	33.10	0.07	4.05
	October	38,785,629	33.00	0.08	4.25
	November	36,403,133	33.60	0.07	4.37
	December	35,947,656	33.80	0.07	4.29
	<b>Subtotal</b>	<b>440,271,194</b>	<b>33.50</b>	<b>0.84</b>	<b>49.84</b>
Rural Unrestricted Access	January	12,436,980	35.10	0.02	1.47
	February	12,133,302	35.50	0.02	1.40
	March	13,927,761	33.50	0.03	1.76
	April	14,452,295	32.90	0.03	1.78
	May	15,211,489	32.10	0.03	1.85
	June	15,570,381	31.70	0.03	1.72
	July	15,349,525	31.90	0.03	1.59
	August	15,363,328	31.90	0.03	1.57
	September	15,225,293	32.10	0.03	1.63
	October	15,280,507	32.00	0.03	1.71
	November	14,341,867	33.00	0.03	1.75
	December	14,162,421	33.20	0.03	1.72
	<b>Subtotal</b>	<b>173,455,149</b>	<b>32.80</b>	<b>0.34</b>	<b>19.95</b>
Off-Network	January	N/A	0.00	0.16	3.81
	February	N/A	0.00	0.15	3.70
	March	N/A	0.00	0.10	3.49
	April	N/A	0.00	0.08	3.18
	May	N/A	0.00	0.06	2.93
	June	N/A	0.00	0.04	2.39
	July	N/A	0.00	0.05	2.41
	August	N/A	0.00	0.05	2.38
	September	N/A	0.00	0.05	2.48
	October	N/A	0.00	0.06	2.94
	November	N/A	0.00	0.10	3.53
	December	N/A	0.00	0.12	3.66
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>1.01</b>	<b>36.92</b>

PUTNAM

	AREA TOTAL	January	77,813,433	43.00	0.30	12.12
		February	75,913,438	43.20	0.29	11.69
		March	87,140,682	41.60	0.25	13.30
		April	90,422,491	41.10	0.24	13.06
		May	95,172,479	40.40	0.23	13.08
		June	97,417,928	40.00	0.22	11.79
		July	96,036,113	40.20	0.22	11.13
		August	96,122,477	40.20	0.22	10.98
		September	95,258,842	40.40	0.22	11.38
		October	95,604,296	40.30	0.23	12.28
		November	89,731,584	41.20	0.26	13.20
		December	88,608,860	41.40	0.27	13.17
		<b>Subtotal</b>	<b>1,085,242,623</b>	<b>41.00</b>	<b>2.93</b>	<b>147.18</b>
REGIONAL		January	4,359,662,051	17.90	17.08	938.96
		February	4,253,210,815	18.00	16.75	892.31
		March	4,882,240,855	17.10	16.48	1049.69
		April	5,066,111,174	16.80	15.60	1052.37
		May	5,332,239,269	16.40	15.36	1072.47
		June	5,458,045,277	16.20	14.80	970.15
		July	5,380,626,192	16.30	14.58	906.32
		August	5,385,464,888	16.30	14.61	902.77
		September	5,337,077,959	16.40	14.39	940.61
		October	5,356,432,732	16.30	15.24	1003.86
		November	5,027,401,634	16.90	16.41	1064.41
		December	4,964,498,629	17.00	16.99	1044.25
		<b>Subtotal</b>	<b>60,803,011,475</b>	<b>16.70</b>	<b>188.29</b>	<b>11838.16</b>

**Appendix 2C Monthly PM2.5 and NOx Emissions  
2050 Build Monthly Emissions Report**

COUNTY	FACILITY	MONTH	Build			
			VTM (MILLION)	SPEED (MPH)	PM 2.5 (TONS)	Nox (TONS)
MANHATTAN	Urban Restricted Access	January	116,215,543	31.20	0.15	11.22
		February	113,377,872	32.10	0.15	10.43
		March	130,145,930	26.50	0.18	14.24
		April	135,047,363	24.90	0.19	15.20
		May	142,141,542	22.60	0.21	16.49
		June	145,495,153	21.60	0.22	15.83
		July	143,431,392	22.20	0.21	14.24
		August	143,560,377	22.20	0.21	14.36
		September	142,270,527	22.60	0.21	14.86
		October	142,786,467	22.40	0.21	15.43
		November	134,015,482	25.20	0.19	15.04
		December	132,338,677	25.80	0.18	14.41
		Subtotal	1,620,826,325	24.30	2.30	171.75
	Urban Unrestricted Access	January	123,334,391	13.20	0.27	23.51
		February	120,322,896	13.30	0.26	22.31
		March	138,118,092	12.90	0.30	26.95
		April	143,319,764	12.70	0.32	27.70
		May	150,848,500	12.50	0.34	28.23
		June	154,407,539	12.40	0.34	26.30
		July	152,217,362	12.50	0.34	24.06
		August	152,354,248	12.50	0.34	24.22
		September	150,985,387	12.50	0.34	25.42
		October	151,532,931	12.50	0.34	26.25
		November	142,224,675	12.80	0.31	27.66
		December	140,445,156	12.80	0.31	26.89
		Subtotal	1,720,110,941	12.70	3.79	309.50
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
	Off-Network	January	N/A	0.00	0.27	8.49
		February	N/A	0.00	0.27	8.28
		March	N/A	0.00	0.19	7.72
		April	N/A	0.00	0.14	6.77
		May	N/A	0.00	0.12	6.16
		June	N/A	0.00	0.08	4.48
		July	N/A	0.00	0.09	4.58
		August	N/A	0.00	0.09	4.54
		September	N/A	0.00	0.08	4.60
		October	N/A	0.00	0.11	5.97
		November	N/A	0.00	0.18	7.61
		December	N/A	0.00	0.21	8.05
		Subtotal	0	0.00	1.84	77.24

AREA TOTAL	January	239,549,935	18.40	0.69	43.22	
	February	233,700,769	18.60	0.68	41.01	
	March	268,264,022	17.10	0.67	48.91	
	April	278,367,127	16.70	0.65	49.67	
	May	292,990,042	16.00	0.66	50.89	
	June	299,902,693	15.70	0.64	46.61	
	July	295,648,754	15.90	0.64	42.87	
	August	295,914,625	15.80	0.64	43.12	
	September	293,255,913	16.00	0.63	44.88	
	October	294,319,398	15.90	0.66	47.65	
	November	276,240,158	16.80	0.68	50.32	
	December	272,783,832	16.90	0.70	49.34	
	Subtotal	3,340,937,268	16.50	7.93	558.49	
QUEENS	Urban Restricted Access	January	329,582,631	32.20	0.43	25.90
		February	321,535,108	33.60	0.41	23.88
		March	369,088,651	25.60	0.53	33.88
		April	382,988,917	23.50	0.57	36.60
		May	403,107,724	20.80	0.63	40.93
		June	412,618,432	19.70	0.66	39.77
		July	406,765,688	20.40	0.64	36.09
		August	407,131,485	20.30	0.64	36.12
		September	403,473,520	20.80	0.63	36.98
		October	404,936,706	20.60	0.64	38.28
		November	380,062,545	24.00	0.56	36.38
		December	375,307,191	24.70	0.54	34.53
		Subtotal	4,596,598,598	22.90	6.87	419.32
	Urban Unrestricted Access	January	260,939,285	10.10	0.64	47.03
		February	254,567,848	10.10	0.63	44.77
		March	292,217,246	10.00	0.72	53.16
		April	303,222,454	10.00	0.75	54.28
		May	319,151,046	9.90	0.79	56.05
		June	326,680,925	9.90	0.81	52.16
		July	322,047,153	9.90	0.80	48.58
		August	322,336,764	9.90	0.80	48.47
		September	319,440,656	9.90	0.80	50.55
		October	320,599,099	9.90	0.80	52.08
		November	300,905,568	10.00	0.75	54.71
		December	297,140,629	10.00	0.74	52.91
		Subtotal	3,639,248,673	10.00	9.03	614.74
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		Subtotal	0	0.00	0.00	0.00
	Off-Network	January	N/A	0.00	0.88	27.46
		February	N/A	0.00	0.91	27.14
		March	N/A	0.00	0.68	26.24
		April	N/A	0.00	0.50	22.65
		May	N/A	0.00	0.37	19.54
		June	N/A	0.00	0.28	14.86
		July	N/A	0.00	0.29	15.20
		August	N/A	0.00	0.30	15.26
		September	N/A	0.00	0.27	14.71
		October	N/A	0.00	0.35	18.81
		November	N/A	0.00	0.59	24.50
		December	N/A	0.00	0.70	26.41
		Subtotal	0	0.00	6.11	252.78

AREA TOTAL	January	590,521,916	16.40	1.95	100.39
	February	576,102,956	16.60	1.95	95.78
	March	661,305,897	15.20	1.93	113.28
	April	686,211,371	14.70	1.81	113.53
	May	722,258,769	14.00	1.80	116.52
	June	739,299,357	13.70	1.76	106.79
	July	728,812,841	13.90	1.74	99.87
	August	729,468,249	13.90	1.74	99.86
	September	722,914,176	14.00	1.70	102.24
	October	725,535,805	14.00	1.79	109.16
	November	680,968,113	14.80	1.89	115.59
	December	672,447,819	15.00	1.97	113.85
	<b>Subtotal</b>	<b>8,235,847,269</b>	<b>14.50</b>	<b>22.01</b>	<b>1286.85</b>
Urban Restricted Access	January	160,525,879	41.40	0.19	12.45
	February	156,606,269	42.20	0.18	11.68
	March	179,767,605	37.20	0.22	15.24
	April	186,537,842	35.60	0.23	16.01
	May	196,336,869	33.20	0.25	17.40
	June	200,969,137	32.00	0.26	16.58
	July	198,118,510	32.70	0.25	15.25
	August	198,296,675	32.70	0.25	15.24
	September	196,515,033	33.10	0.25	15.71
	October	197,227,690	32.90	0.25	16.17
	November	185,112,529	35.90	0.23	16.02
	December	182,796,395	36.50	0.22	15.33
	<b>Subtotal</b>	<b>2,238,810,433</b>	<b>34.90</b>	<b>2.76</b>	<b>183.08</b>
Urban Unrestricted Access	January	108,314,602	11.60	0.24	22.64
	February	105,669,851	11.60	0.24	21.52
	March	121,297,929	11.30	0.28	25.81
	April	125,866,136	11.30	0.29	26.43
	May	132,478,015	11.10	0.31	27.40
	June	135,603,631	11.10	0.31	25.54
	July	133,680,175	11.10	0.31	23.76
	August	133,800,391	11.10	0.31	23.70
	September	132,598,231	11.10	0.31	24.72
	October	133,079,095	11.10	0.31	25.50
	November	124,904,408	11.30	0.29	26.61
	December	123,341,601	11.30	0.28	25.72
	<b>Subtotal</b>	<b>1,510,634,065</b>	<b>11.20</b>	<b>3.47</b>	<b>299.34</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	0.28	10.12
	February	N/A	0.00	0.29	9.98
	March	N/A	0.00	0.22	9.78
	April	N/A	0.00	0.16	8.56
	May	N/A	0.00	0.12	7.54
	June	N/A	0.00	0.09	5.94
	July	N/A	0.00	0.10	6.09
	August	N/A	0.00	0.10	6.12
	September	N/A	0.00	0.09	5.86
	October	N/A	0.00	0.12	7.28
	November	N/A	0.00	0.19	9.18
	December	N/A	0.00	0.23	9.83
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>2.00</b>	<b>96.27</b>

BRONX



KINGS	AREA TOTAL	January	268,840,482	20.30	0.72	45.21
		February	262,276,119	20.50	0.72	43.18
		March	301,065,534	19.40	0.72	50.83
		April	312,403,978	19.00	0.68	50.99
		May	328,814,885	18.40	0.68	52.35
		June	336,572,768	18.20	0.66	48.06
		July	331,798,686	18.30	0.66	45.09
		August	332,097,066	18.30	0.66	45.06
		September	329,113,265	18.40	0.64	46.29
		October	330,306,785	18.40	0.67	48.96
		November	310,016,938	19.10	0.70	51.80
		December	306,137,996	19.20	0.73	50.87
		<b>Subtotal</b>	<b>3,749,444,502</b>	<b>18.90</b>	<b>8.22</b>	<b>578.69</b>
KINGS	Urban Restricted Access	January	139,647,950	33.80	0.18	11.00
		February	136,238,122	34.90	0.18	10.19
		March	156,387,105	28.60	0.22	13.81
		April	162,276,808	26.80	0.23	14.47
		May	170,801,378	24.50	0.25	15.78
		June	174,831,174	23.40	0.26	14.77
		July	172,351,299	24.00	0.25	13.48
		August	172,506,291	24.00	0.25	13.43
		September	170,956,370	24.40	0.25	14.21
		October	171,576,338	24.30	0.25	14.73
		November	161,036,870	27.20	0.23	14.49
		December	159,021,972	27.80	0.22	13.80
		<b>Subtotal</b>	<b>1,947,631,677</b>	<b>26.30</b>	<b>2.76</b>	<b>164.13</b>
	Urban Unrestricted Access	January	220,663,668	10.90	0.54	39.92
		February	215,275,654	10.90	0.52	37.81
		March	247,113,919	10.70	0.61	45.19
		April	256,420,489	10.60	0.63	45.75
		May	269,890,524	10.50	0.67	46.92
		June	276,258,177	10.50	0.69	42.87
		July	272,339,621	10.50	0.68	39.77
		August	272,584,531	10.50	0.68	39.59
		September	270,135,434	10.50	0.67	42.26
		October	271,115,073	10.50	0.67	43.70
		November	254,461,211	10.60	0.63	46.11
		December	251,277,384	10.70	0.62	44.49
		<b>Subtotal</b>	<b>3,077,535,685</b>	<b>10.60</b>	<b>7.58</b>	<b>514.38</b>
	Rural Unrestricted Access	January	0	0.00	0.00	0.00
		February	0	0.00	0.00	0.00
		March	0	0.00	0.00	0.00
		April	0	0.00	0.00	0.00
		May	0	0.00	0.00	0.00
		June	0	0.00	0.00	0.00
		July	0	0.00	0.00	0.00
		August	0	0.00	0.00	0.00
		September	0	0.00	0.00	0.00
		October	0	0.00	0.00	0.00
		November	0	0.00	0.00	0.00
		December	0	0.00	0.00	0.00
		<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
	Off-Network	January	N/A	0.00	0.58	17.48
		February	N/A	0.00	0.59	17.18
		March	N/A	0.00	0.44	16.58
		April	N/A	0.00	0.33	14.50
		May	N/A	0.00	0.25	12.56
		June	N/A	0.00	0.18	9.52
		July	N/A	0.00	0.18	9.22
		August	N/A	0.00	0.18	9.20
		September	N/A	0.00	0.17	9.11
		October	N/A	0.00	0.23	11.85
		November	N/A	0.00	0.40	15.68
		December	N/A	0.00	0.45	16.70
		<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>3.99</b>	<b>159.59</b>



AREA TOTAL	January	360,311,618	14.80	1.30	68.39
	February	351,513,776	14.90	1.29	65.18
	March	403,501,024	14.10	1.26	75.57
	April	418,697,297	13.90	1.19	74.72
	May	440,691,901	13.50	1.17	75.25
	June	451,089,351	13.30	1.13	67.16
	July	444,690,921	13.40	1.11	62.47
	August	445,090,822	13.40	1.11	62.22
	September	441,091,803	13.50	1.09	65.59
	October	442,691,411	13.50	1.15	70.28
	November	415,498,081	13.90	1.25	76.28
	December	410,299,357	14.00	1.29	74.98
	<b>Subtotal</b>	<b>5,025,167,362</b>	<b>13.80</b>	<b>14.34</b>	<b>838.10</b>
Urban Restricted Access	January	82,495,653	29.70	0.11	6.44
	February	80,481,331	30.40	0.11	6.04
	March	92,384,145	26.40	0.13	7.88
	April	95,863,429	25.30	0.14	8.28
	May	100,899,234	23.80	0.15	8.93
	June	103,279,797	23.00	0.15	8.40
	July	101,814,835	23.50	0.15	7.74
	August	101,906,395	23.50	0.15	7.74
	September	100,990,794	23.70	0.15	8.08
	October	101,357,035	23.60	0.15	8.23
	November	95,130,948	25.60	0.14	8.22
	December	93,940,666	25.90	0.13	7.93
	<b>Subtotal</b>	<b>1,150,544,262</b>	<b>25.00</b>	<b>1.65</b>	<b>93.92</b>
Urban Unrestricted Access	January	87,911,065	11.80	0.20	13.37
	February	85,764,513	11.80	0.19	12.69
	March	98,448,684	11.60	0.23	15.38
	April	102,156,365	11.50	0.24	15.81
	May	107,522,746	11.40	0.25	16.33
	June	110,059,580	11.30	0.26	15.14
	July	108,498,451	11.30	0.25	14.07
	August	108,596,022	11.30	0.25	14.03
	September	107,620,316	11.40	0.25	14.78
	October	108,010,598	11.40	0.25	15.08
	November	101,375,801	11.50	0.23	15.76
	December	100,107,384	11.50	0.23	15.36
	<b>Subtotal</b>	<b>1,226,071,525</b>	<b>11.50</b>	<b>2.82</b>	<b>177.80</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	0.29	8.81
	February	N/A	0.00	0.30	8.71
	March	N/A	0.00	0.20	7.88
	April	N/A	0.00	0.14	6.60
	May	N/A	0.00	0.10	5.31
	June	N/A	0.00	0.09	4.14
	July	N/A	0.00	0.09	4.23
	August	N/A	0.00	0.09	4.27
	September	N/A	0.00	0.08	4.13
	October	N/A	0.00	0.10	5.35
	November	N/A	0.00	0.19	7.56
	December	N/A	0.00	0.21	8.09
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>1.88</b>	<b>75.08</b>

RICHMOND

AREA TOTAL	January	170,406,719	16.60	0.60	28.62
	February	166,245,844	16.80	0.60	27.44
	March	190,832,829	15.90	0.56	31.14
	April	198,019,794	15.60	0.52	30.69
	May	208,421,980	15.20	0.50	30.57
	June	213,339,377	15.00	0.49	27.69
	July	210,313,286	15.10	0.49	26.04
	August	210,502,417	15.10	0.49	26.04
	September	208,611,111	15.20	0.48	26.99
	October	209,367,633	15.20	0.50	28.67
	November	196,506,749	15.70	0.55	31.54
	December	194,048,050	15.80	0.57	31.38
	<b>Subtotal</b>	<b>2,376,615,789</b>	<b>15.50</b>	<b>6.35</b>	<b>346.80</b>
Urban Restricted Access	January	305,852,937	42.90	0.49	32.68
	February	298,384,830	44.10	0.47	30.16
	March	342,514,554	36.80	0.58	41.58
	April	355,414,012	34.60	0.61	44.37
	May	374,084,280	31.50	0.67	49.01
	June	382,910,225	30.10	0.70	46.34
	July	377,478,874	30.90	0.68	42.74
	August	377,818,334	30.90	0.68	42.33
	September	374,423,739	31.50	0.67	44.21
	October	375,781,577	31.20	0.67	45.98
	November	352,698,337	35.10	0.61	44.21
	December	348,285,364	35.90	0.59	41.95
	<b>Subtotal</b>	<b>4,265,647,063</b>	<b>33.80</b>	<b>7.40</b>	<b>505.55</b>
Urban Unrestricted Access	January	442,325,168	13.20	1.25	122.07
	February	431,524,775	13.20	1.22	115.31
	March	495,345,277	13.00	1.42	137.90
	April	514,000,500	13.00	1.48	140.19
	May	541,001,482	12.90	1.56	144.80
	June	553,765,582	12.80	1.61	132.64
	July	545,910,751	12.80	1.58	124.69
	August	546,401,678	12.80	1.58	123.35
	September	541,492,409	12.90	1.57	130.60
	October	543,456,116	12.90	1.57	135.11
	November	510,073,085	13.00	1.46	141.14
	December	503,691,035	13.00	1.44	136.48
	<b>Subtotal</b>	<b>6,168,987,858</b>	<b>12.90</b>	<b>17.73</b>	<b>1584.27</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	1.20	33.37
	February	N/A	0.00	1.20	32.63
	March	N/A	0.00	0.88	31.19
	April	N/A	0.00	0.67	27.57
	May	N/A	0.00	0.52	24.35
	June	N/A	0.00	0.37	18.20
	July	N/A	0.00	0.38	18.04
	August	N/A	0.00	0.38	17.90
	September	N/A	0.00	0.36	17.87
	October	N/A	0.00	0.48	23.19
	November	N/A	0.00	0.82	29.95
	December	N/A	0.00	0.94	32.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>8.19</b>	<b>306.24</b>

SUFFOLK	AREA TOTAL	January	748,178,105	18.40	2.93	188.11
		February	729,909,605	18.50	2.88	178.10
		March	837,859,831	17.70	2.87	210.67
		April	869,414,512	17.40	2.76	212.12
		May	915,085,762	17.00	2.75	218.16
		June	936,675,807	16.70	2.67	197.17
		July	923,389,625	16.90	2.63	185.48
		August	924,220,012	16.90	2.64	183.58
		September	915,916,148	17.00	2.59	192.68
		October	919,237,693	16.90	2.73	204.28
		November	862,771,421	17.50	2.88	215.29
		December	851,976,399	17.60	2.97	210.43
		<b>Subtotal</b>	<b>10,434,634,920</b>	<b>17.30</b>	<b>33.31</b>	<b>2396.05</b>
SUFFOLK	Urban Restricted Access	January	362,317,101	45.80	0.57	36.56
		February	353,470,291	46.60	0.55	34.03
		March	405,746,898	41.40	0.66	44.38
		April	421,027,752	39.80	0.69	46.17
		May	443,144,778	37.30	0.75	49.49
		June	453,600,100	36.20	0.77	46.02
		July	447,166,056	36.90	0.76	42.45
		August	447,568,184	36.80	0.76	42.27
		September	443,546,906	37.30	0.75	43.87
		October	445,155,417	37.10	0.75	46.43
		November	417,810,730	40.10	0.69	45.74
		December	412,583,069	40.70	0.67	43.74
		<b>Subtotal</b>	<b>5,053,137,282</b>	<b>39.20</b>	<b>8.36</b>	<b>521.13</b>
	Urban Unrestricted Access	January	743,864,541	12.40	2.18	212.03
		February	725,701,367	12.50	2.12	199.67
		March	833,029,215	12.10	2.48	241.29
		April	864,401,970	12.00	2.59	244.60
		May	909,809,905	11.90	2.75	252.31
		June	931,275,475	11.80	2.82	231.01
		July	918,065,893	11.90	2.78	215.31
		August	918,891,492	11.90	2.78	214.12
		September	910,635,504	11.90	2.75	224.43
		October	913,937,899	11.90	2.76	236.61
		November	857,797,179	12.00	2.57	244.02
		December	847,064,395	12.10	2.53	235.96
		<b>Subtotal</b>	<b>10,374,474,835</b>	<b>12.00</b>	<b>31.11</b>	<b>2751.35</b>
	Rural Unrestricted Access	January	22,214,403	31.10	0.05	3.32
		February	21,671,987	31.40	0.04	3.12
		March	24,877,172	29.70	0.05	3.84
		April	25,814,073	29.20	0.05	3.92
		May	27,170,113	28.50	0.06	4.08
		June	27,811,150	28.20	0.06	3.74
		July	27,416,666	28.40	0.06	3.48
		August	27,441,321	28.30	0.06	3.46
		September	27,194,768	28.50	0.06	3.62
		October	27,293,389	28.40	0.06	3.82
		November	25,616,831	29.30	0.05	3.92
		December	25,296,312	29.50	0.05	3.77
		<b>Subtotal</b>	<b>309,818,185</b>	<b>29.10</b>	<b>0.65</b>	<b>44.08</b>
	Off-Network	January	N/A	0.00	1.74	44.61
		February	N/A	0.00	1.65	42.66
		March	N/A	0.00	1.34	43.18
		April	N/A	0.00	1.03	38.87
		May	N/A	0.00	0.79	34.81
		June	N/A	0.00	0.54	27.35
		July	N/A	0.00	0.52	25.65
		August	N/A	0.00	0.52	25.49
		September	N/A	0.00	0.50	25.70
		October	N/A	0.00	0.71	32.82
		November	N/A	0.00	1.21	40.86
		December	N/A	0.00	1.35	43.10
		<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>11.88</b>	<b>425.09</b>

AREA TOTAL	January	1,128,396,045	16.40	4.53	296.51
	February	1,100,843,644	16.50	4.36	279.47
	March	1,263,653,285	15.90	4.53	332.70
	April	1,311,243,795	15.70	4.37	333.56
	May	1,380,124,797	15.40	4.34	340.68
	June	1,412,686,725	15.30	4.19	308.11
	July	1,392,648,615	15.40	4.11	286.89
	August	1,393,900,997	15.40	4.12	285.33
	September	1,381,377,178	15.40	4.06	297.62
	October	1,386,386,706	15.40	4.29	319.67
	November	1,301,224,740	15.80	4.51	334.54
	December	1,284,943,776	15.80	4.61	326.56
	<b>Subtotal</b>	<b>15,737,430,303</b>	<b>15.70</b>	<b>52.00</b>	<b>3741.65</b>
Urban Restricted Access	January	343,428,476	48.70	0.51	30.64
	February	335,042,875	49.30	0.50	29.19
	March	384,594,154	45.80	0.58	36.02
	April	399,078,374	44.70	0.61	37.50
	May	420,042,376	43.00	0.65	39.01
	June	429,952,632	42.10	0.67	35.99
	July	423,854,013	42.70	0.66	33.03
	August	424,235,177	42.60	0.66	33.14
	September	420,423,540	42.90	0.65	34.37
	October	421,948,195	42.80	0.65	35.86
	November	396,029,064	45.00	0.61	37.05
	December	391,073,937	45.40	0.60	35.88
	<b>Subtotal</b>	<b>4,789,702,813</b>	<b>44.30</b>	<b>7.35</b>	<b>417.68</b>
Urban Unrestricted Access	January	262,158,393	14.20	0.68	58.53
	February	255,757,189	14.30	0.66	55.91
	March	293,582,484	13.90	0.77	67.25
	April	304,639,109	13.80	0.80	69.32
	May	320,642,118	13.70	0.85	71.01
	June	328,207,177	13.60	0.87	64.82
	July	323,551,757	13.60	0.85	60.18
	August	323,842,720	13.60	0.86	60.17
	September	320,933,082	13.70	0.85	62.92
	October	322,096,937	13.70	0.85	65.55
	November	302,311,398	13.80	0.79	68.77
	December	298,528,869	13.90	0.78	66.87
	<b>Subtotal</b>	<b>3,656,251,233</b>	<b>13.80</b>	<b>9.59</b>	<b>771.28</b>
Rural Unrestricted Access	January	295,253	33.90	0.00	0.00
	February	288,043	34.00	0.00	0.00
	March	330,644	32.90	0.00	0.00
	April	343,096	32.60	0.00	0.00
	May	361,119	32.10	0.00	0.00
	June	369,639	31.90	0.00	0.00
	July	364,396	32.00	0.00	0.00
	August	364,724	32.00	0.00	0.00
	September	361,447	32.10	0.00	0.00
	October	362,758	32.10	0.00	0.00
	November	340,475	32.70	0.00	0.00
	December	336,215	32.80	0.00	0.00
	<b>Subtotal</b>	<b>4,117,809</b>	<b>32.50</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	0.97	27.62
	February	N/A	0.00	0.95	27.20
	March	N/A	0.00	0.69	26.45
	April	N/A	0.00	0.51	23.85
	May	N/A	0.00	0.40	21.74
	June	N/A	0.00	0.29	17.36
	July	N/A	0.00	0.29	17.17
	August	N/A	0.00	0.29	17.09
	September	N/A	0.00	0.29	17.90
	October	N/A	0.00	0.40	21.60
	November	N/A	0.00	0.65	26.10
	December	N/A	0.00	0.75	27.23
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>6.48</b>	<b>271.31</b>

WESTCHESTER

AREA TOTAL	January	605,882,122	23.70	2.15	116.78
	February	591,088,108	23.90	2.10	112.31
	March	678,507,282	23.00	2.04	129.72
	April	704,060,579	22.70	1.92	130.68
	May	741,045,614	22.30	1.90	131.76
	June	758,529,449	22.10	1.83	118.17
	July	747,770,166	22.20	1.80	110.38
	August	748,442,621	22.20	1.81	110.40
	September	741,718,069	22.30	1.79	115.18
	October	744,407,890	22.20	1.91	123.01
	November	698,680,937	22.80	2.05	131.92
	December	689,939,020	22.90	2.13	129.97
	<b>Subtotal</b>	<b>8,450,071,857</b>	<b>22.60</b>	<b>23.42</b>	<b>1460.27</b>
Urban Restricted Access	January	115,834,536	42.70	0.18	11.58
	February	113,006,167	43.70	0.17	11.05
	March	129,719,252	37.80	0.21	14.16
	April	134,604,616	36.00	0.22	14.88
	May	141,675,536	33.40	0.24	16.07
	June	145,018,153	32.30	0.25	14.78
	July	142,961,158	33.00	0.24	13.68
	August	143,089,720	32.90	0.24	13.70
	September	141,804,099	33.40	0.24	14.19
	October	142,318,347	33.20	0.24	14.80
	November	133,576,118	36.30	0.22	14.71
	December	131,904,810	37.00	0.21	14.23
	<b>Subtotal</b>	<b>1,615,512,512</b>	<b>35.40</b>	<b>2.65</b>	<b>167.80</b>
Urban Unrestricted Access	January	116,502,666	13.50	0.31	27.33
	February	113,657,983	13.60	0.30	26.13
	March	130,467,469	13.30	0.35	31.32
	April	135,381,011	13.20	0.36	32.22
	May	142,492,716	13.10	0.38	33.03
	June	145,854,614	13.00	0.39	30.14
	July	143,785,754	13.10	0.39	27.99
	August	143,915,058	13.10	0.39	27.99
	September	142,622,020	13.10	0.38	29.26
	October	143,139,235	13.10	0.38	30.51
	November	134,346,581	13.20	0.36	31.97
	December	132,665,633	13.30	0.35	31.10
	<b>Subtotal</b>	<b>1,624,830,740</b>	<b>13.20</b>	<b>4.33</b>	<b>358.99</b>
Rural Unrestricted Access	January	0	0.00	0.00	0.00
	February	0	0.00	0.00	0.00
	March	0	0.00	0.00	0.00
	April	0	0.00	0.00	0.00
	May	0	0.00	0.00	0.00
	June	0	0.00	0.00	0.00
	July	0	0.00	0.00	0.00
	August	0	0.00	0.00	0.00
	September	0	0.00	0.00	0.00
	October	0	0.00	0.00	0.00
	November	0	0.00	0.00	0.00
	December	0	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
Off-Network	January	N/A	0.00	0.32	9.02
	February	N/A	0.00	0.31	8.88
	March	N/A	0.00	0.23	8.63
	April	N/A	0.00	0.17	7.77
	May	N/A	0.00	0.13	7.08
	June	N/A	0.00	0.10	5.64
	July	N/A	0.00	0.10	5.59
	August	N/A	0.00	0.10	5.56
	September	N/A	0.00	0.10	5.82
	October	N/A	0.00	0.13	7.04
	November	N/A	0.00	0.22	8.51
	December	N/A	0.00	0.25	8.89
	<b>Subtotal</b>	<b>0</b>	<b>0.00</b>	<b>2.14</b>	<b>88.42</b>

ROCKLAND

	AREA TOTAL	January	232,337,201	20.50	0.81	47.93
		February	226,664,151	20.70	0.79	46.05
		March	260,186,721	19.60	0.78	54.11
		April	269,985,627	19.30	0.75	54.87
		May	284,168,253	18.80	0.75	56.18
		June	290,872,767	18.50	0.73	50.55
		July	286,746,912	18.70	0.72	47.26
		August	287,004,778	18.70	0.72	47.25
		September	284,426,119	18.80	0.72	49.27
		October	285,457,582	18.70	0.76	52.34
		November	267,922,699	19.40	0.79	55.19
		December	264,570,442	19.50	0.82	54.22
		Subtotal	3,240,343,252	19.20	9.13	615.20
		PUTNAM	Urban Restricted Access	January	33,129,790	61.40
February	32,320,849			61.80	0.05	2.89
March	37,100,952			59.70	0.06	3.49
April	38,498,213			58.90	0.06	3.51
May	40,520,564			57.70	0.06	3.56
June	41,476,584			57.10	0.06	3.30
July	40,888,264			57.40	0.06	3.06
August	40,925,034			57.40	0.06	3.02
September	40,557,334			57.70	0.06	3.11
October	40,704,414			57.60	0.06	3.25
November	38,204,053			59.10	0.06	3.43
December	37,726,042			59.30	0.06	3.37
Subtotal	462,052,093			58.60	0.70	38.97
Urban Unrestricted Access	January			31,507,090	34.90	0.06
	February		30,737,771	35.10	0.06	3.53
	March		35,283,744	34.00	0.06	4.34
	April		36,612,567	33.70	0.07	4.40
	May		38,535,863	33.20	0.07	4.53
	June		39,445,058	33.00	0.07	4.19
	July		38,885,553	33.10	0.07	3.89
	August		38,920,522	33.10	0.07	3.83
	September		38,570,832	33.20	0.07	3.98
	October		38,710,708	33.20	0.07	4.17
	November		36,332,815	33.80	0.07	4.30
	December		35,878,217	33.90	0.07	4.22
	Subtotal		439,420,740	33.60	0.81	49.05
	Rural Unrestricted Access		January	10,999,795	38.30	0.02
February			10,731,209	38.50	0.02	1.14
March			12,318,305	37.10	0.02	1.43
April			12,782,225	36.70	0.02	1.44
May			13,453,689	36.00	0.03	1.49
June			13,771,108	35.70	0.03	1.38
July			13,575,773	35.90	0.03	1.28
August			13,587,982	35.90	0.03	1.26
September			13,465,897	36.00	0.03	1.31
October			13,514,731	36.00	0.03	1.37
November			12,684,558	36.80	0.02	1.41
December			12,525,848	36.90	0.02	1.38
Subtotal			153,411,120	36.60	0.28	16.07
Off-Network			January	N/A	0.00	0.14
	February		N/A	0.00	0.14	3.68
	March		N/A	0.00	0.09	3.47
	April		N/A	0.00	0.07	3.16
	May		N/A	0.00	0.05	2.90
	June		N/A	0.00	0.04	2.36
	July		N/A	0.00	0.04	2.38
	August		N/A	0.00	0.04	2.36
	September		N/A	0.00	0.04	2.45
	October		N/A	0.00	0.05	2.92
	November		N/A	0.00	0.09	3.50
	December		N/A	0.00	0.10	3.63
	Subtotal		0	0.00	0.89	36.60

	AREA TOTAL	January	75,919,556	43.80	0.27	11.68
		February	74,065,804	44.00	0.26	11.27
		March	85,019,791	42.60	0.23	12.76
		April	88,221,725	42.10	0.22	12.53
		May	92,856,105	41.40	0.21	12.51
		June	95,046,902	41.10	0.20	11.25
		July	93,698,719	41.30	0.20	10.63
		August	93,782,980	41.30	0.20	10.48
		September	92,940,366	41.40	0.20	10.88
		October	93,277,412	41.40	0.21	11.75
		November	87,547,634	42.20	0.24	12.67
		December	86,452,235	42.40	0.25	12.64
		<b>Subtotal</b>	<b>1,058,829,229</b>	<b>42.00</b>	<b>2.69</b>	<b>141.05</b>
REGIONAL		January	4,420,343,699	17.90	15.93	946.83
		February	4,312,410,776	18.00	15.62	899.80
		March	4,950,196,216	17.10	15.57	1059.67
		April	5,136,625,805	16.80	14.86	1063.37
		May	5,406,458,108	16.30	14.75	1084.85
		June	5,534,015,196	16.10	14.31	981.57
		July	5,455,518,525	16.20	14.09	916.98
		August	5,460,424,567	16.20	14.12	913.34
		September	5,411,364,148	16.30	13.90	951.61
		October	5,430,988,315	16.30	14.66	1015.75
		November	5,097,377,470	16.80	15.56	1075.13
		December	5,033,598,926	16.90	16.04	1054.24
		<b>Subtotal</b>	<b>61,649,321,751</b>	<b>16.70</b>	<b>179.40</b>	<b>11963.15</b>



# **A Transportation Conformity Determination for the Federal Fiscal Years (FFYs) 2023-2027 Transportation Improvement Program. . .**

**And the Current FFYs 2022-2050 Regional Transportation Plan, as amended**

THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL (NYMTC) HAS DETERMINED THAT ITS FFYs 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND FFYs 2022-2050 REGIONAL TRANSPORTATION PLAN (PLAN), AS AMENDED, CONFORM TO THE MOTOR VEHICLE EMISSIONS BUDGETS OF NEW YORK'S STATE IMPLEMENTATION PLAN (SIP) FOR AIR QUALITY. THE FOLLOWING SUMMARY OUTLINES PERTINENT INFORMATION ABOUT THIS DETERMINATION AND THE REGULATORY REQUIREMENTS UNDER WHICH IT WAS DEVELOPED.

## **Purpose & Background**

The Transportation Conformity process is intended to ensure that motor vehicle emissions budgets established in the SIP are not exceeded by the transportation investments which NYMTC has programmed in its TIP and in the fiscally-constrained portion of the Plan. As a regional council which is the federally-required metropolitan planning organization for New York City, Long Island and the lower Hudson Valley, NYMTC's members are responsible for enabling federal funding for transportation improvements by selecting projects for programming.

The Clean Air Act Amendments of 1990 (CAAA) require that the United States Environmental Protection Agency (USEPA) establish National Ambient Air Quality Standards which set the maximum allowable concentrations for specific air pollutants that are detrimental to human health. Areas not currently meeting these standards are non-attainment areas. Areas that currently meet the standards, but have not in the past, are maintenance areas.

This Transportation Conformity Determination addresses all non-attainment and maintenance areas that fall in whole or in part within the NYMTC planning area, including:

- The New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment Area, which includes all NYMTC counties and boroughs except for Putnam County;
- The Poughkeepsie Ozone Nonattainment Area (PONA), which includes Dutchess, Orange and Putnam counties; and
- The New York-Northern New Jersey-Long Island, NY-NJ-CT PM<sub>2.5</sub> Maintenance Area, which includes all NYMTC counties and boroughs except Putnam County, as well as Orange County.

## **The SIP**

The SIP demonstrates how non-attainment areas will improve their air quality and meet the air quality standards. The SIP establishes on-road motor vehicle emissions budgets, or limits, that are used in conformity determinations. The SIP also establishes criteria and procedures for assessing the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of funds under Title 23 U.S.C. or the Federal Transit Laws (49 U.S.C. Chapter 53).

NYMTC must demonstrate that its Plan and TIP conform to the state's air quality goals in the SIP. Specifically, NYMTC must demonstrate that its Plan and TIP will not:



- Cause new air quality violations in specific future milestone years;
- Worsen any existing violations; or
- Delay timely attainment of air quality standards.

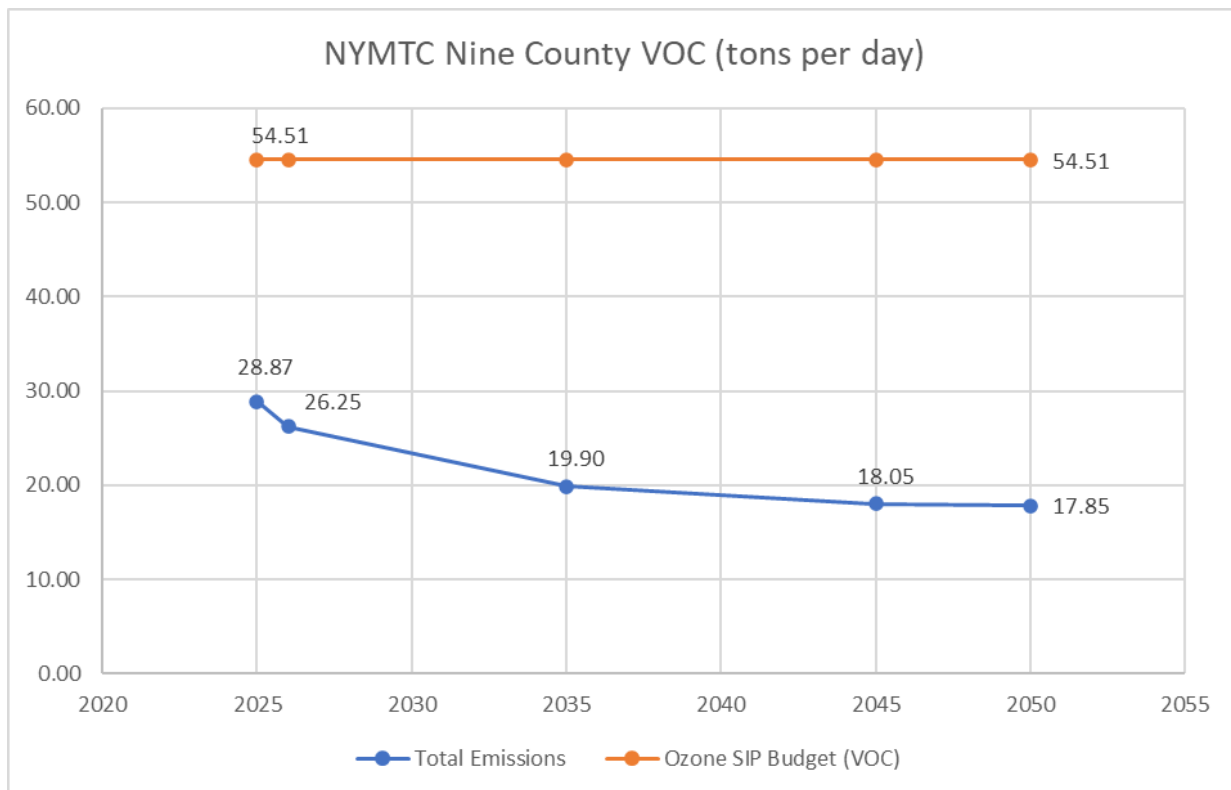
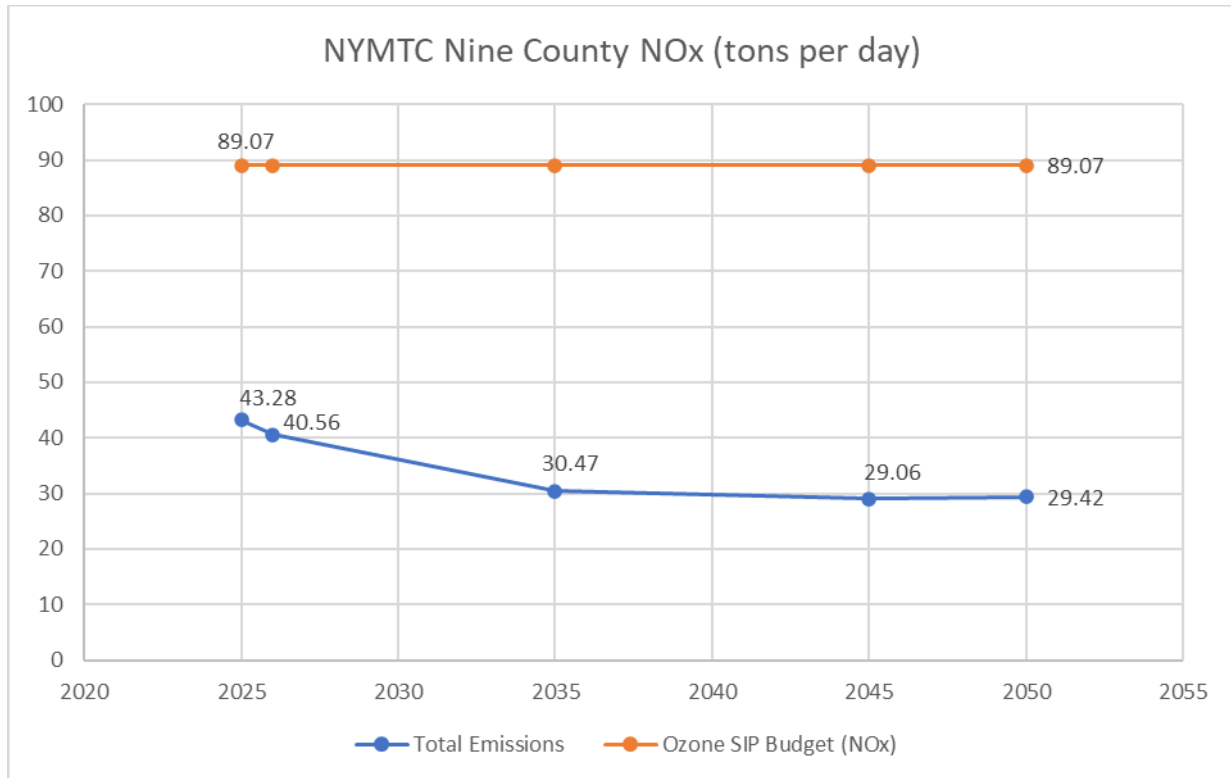
### NYMTC's Analysis

To demonstrate conformity with the SIP's motor vehicle emissions budgets, NYMTC performed a regional emissions analysis of transportation projects in the proposed FFYs 2023-2027 TIP and the fiscally-constrained portion of the Plan. To do this, the New York Best Practice Model (NYBPM) was first used to forecast future travel. The NYBPM is a transportation simulation model which forecasts future travel based on planning assumptions about future land use, socio-economic trends, and future transportation networks, policies and services. Transportation projects that are not specifically exempted by the CAAA and are in the TIP and the fiscally-constrained portion of Plan were included in this analysis.

NYMTC then used the USEPA's Motor Vehicle Emissions Simulator (MOVES 3) to forecast motor vehicle emissions based on the NYBPM travel forecasts. The emissions forecasts were then compared to the motor vehicle emissions budgets in the SIP. To demonstrate conformity, NYMTC must show that the emissions forecasts are no greater than the emissions budgets established in the SIP.

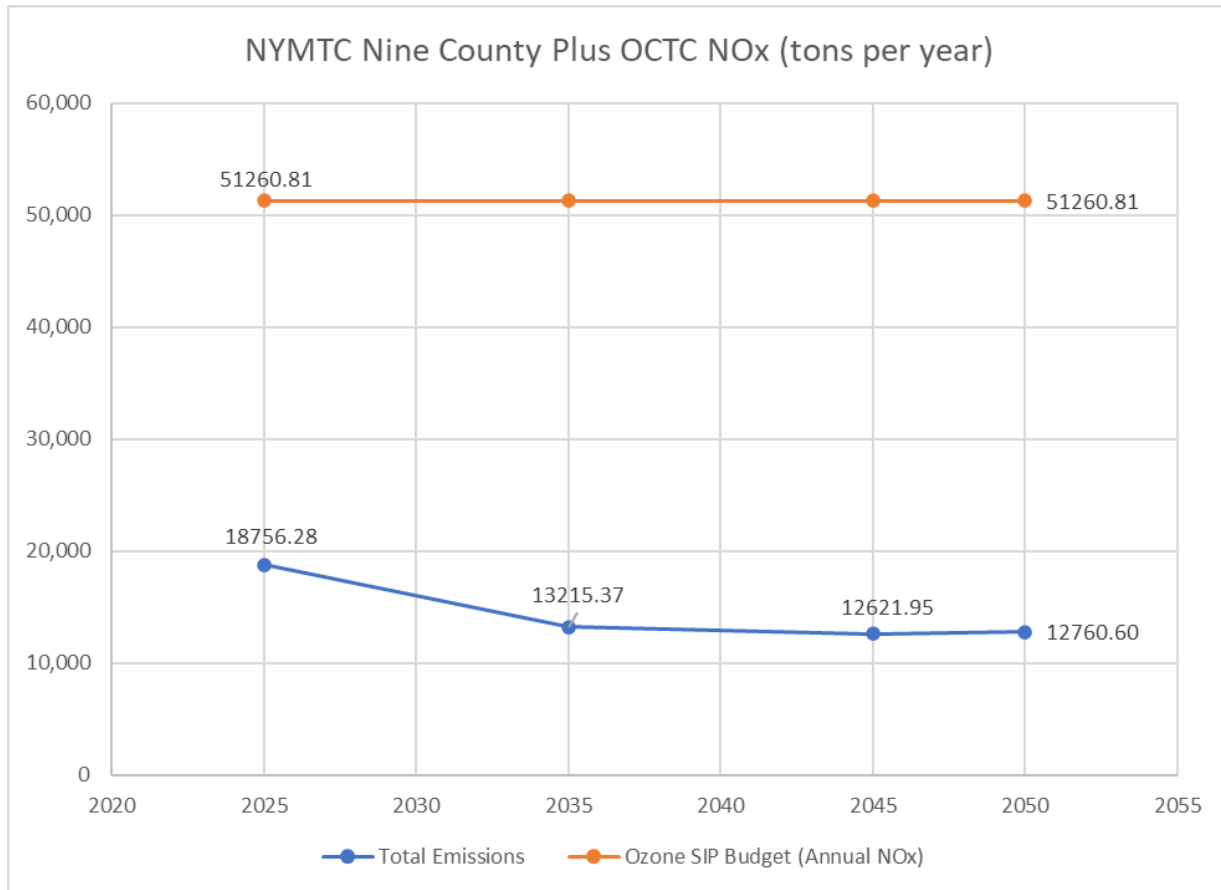
### The Results

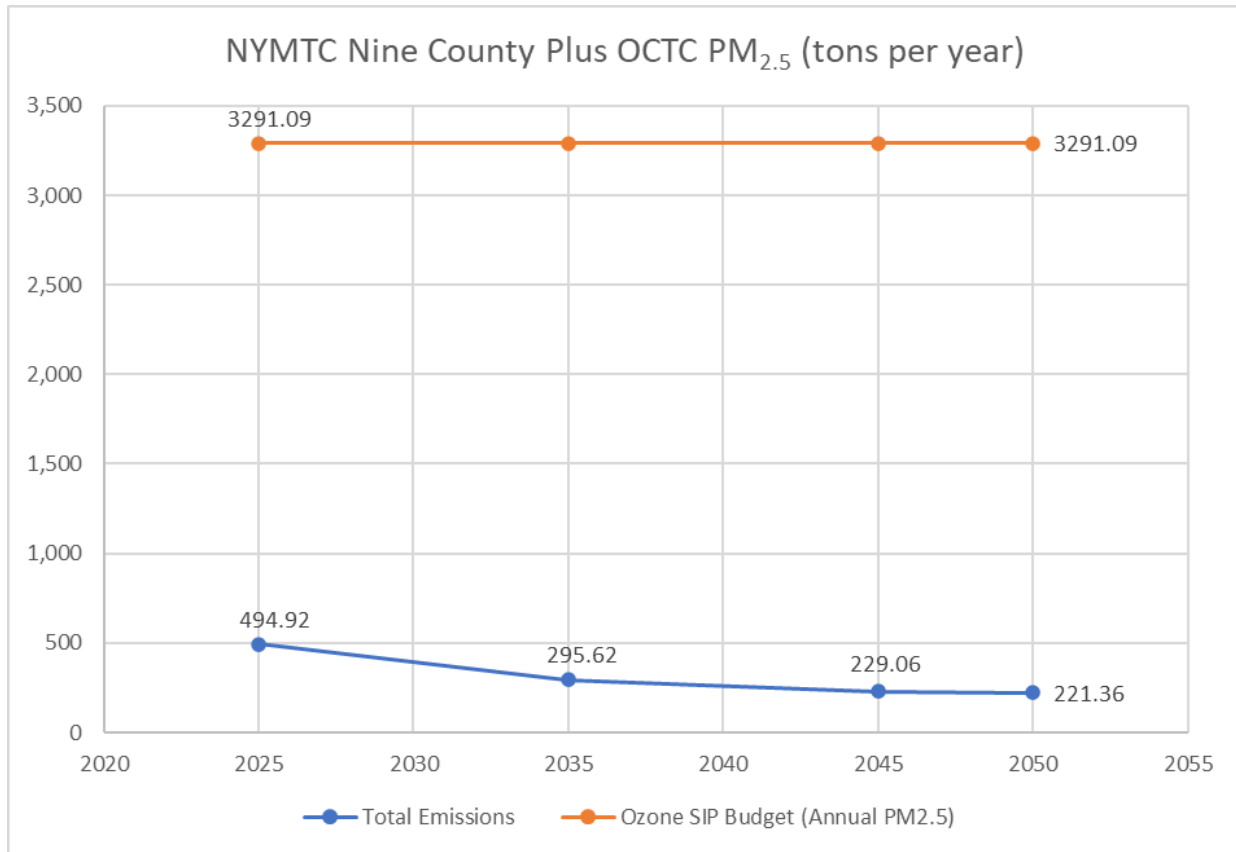
The forecasted motor vehicle emissions of the two ozone precursor gases -- NO<sub>x</sub> and VOC -- for the portion of the NYMTC planning area in the New York Metropolitan Ozone Non-Attainment Area are below the motor vehicle emissions budgets in the SIP for these precursor gases in each future milestone year. In the SIP, motor vehicle emissions budgets for these gases are based on daily emissions. As indicated in the following graphs, the nine affected NYMTC counties/boroughs, taken together, are forecast to meet both the NO<sub>x</sub> and VOC budget tests for each of the required analysis years.



The forecasted motor vehicle emissions of PM<sub>2.5</sub> and its precursor gas – NO<sub>x</sub> -- for the portion of the NYMTC planning area in the Fine Particulate Matter Maintenance Area are both below the motor vehicle

emissions budgets in the SIP for each forecasted milestone year. In the SIP, motor vehicle emissions budgets are based on annual emissions of direct PM<sub>2.5</sub> and NO<sub>x</sub>. As indicated in the following graphs, the combined Orange County Transportation Council (OCTC) and NYMTC emissions analyses demonstrate that emissions forecasts do not exceed emissions budgets for annual direct PM<sub>2.5</sub> and NO<sub>x</sub> in each required analysis year.





### Statement of Conformity

NYMTC's proposed FFYs 2023-2027 TIP and FFYs 2022-2050 Plan, as amended, support and comply with the applicable New York SIP for Ozone and PM<sub>2.5</sub> in the relevant non-attainment and maintenance areas. This Transportation Conformity Determination demonstrates the consistency of these programs with the intent of the Clean Air Act Amendments of 1990 and the state and federal transportation conformity regulations. This Transportation Conformity Determination is made in accordance with the criteria and procedures of 40 CFR § 93.106 and 40 CFR § 93.109 - 93.119, and 6 NYCRR § 240-2 and 6 NYCRR § 240-3.1.

**From:** "Puppala, Sandeep (DOT-CONSULTANT)" <Sandeep.Puppala@dot.ny.gov>

**To:** "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>, "AIYEDUN, AFOLABI T (DOT)" <AFOLABI.AIYEDUN@dot.ny.gov>

**Cc:** "Afshar, Ali (DOT-CONSULTANT)" <Ali.Afshar@dot.ny.gov>, "Han, Husong (DOT)" <Husong.Han@dot.ny.gov>

**Subject:** MOVES Run Specs for Z Series

**Date:** Mon, 08 Apr 2024 17:17:24 +0000

**Importance:** Normal

**Attachments:** 2025Z\_Annual\_PM2.5\_Runspecs.zip; 2025Z\_Summer\_VOC\_Runspecs.zip;  
2050Z\_Annual\_PM2.5\_Runspecs.zip; 2050Z\_Summer\_VOC\_Runspecs.zip

Hi Mark, Fola,

Attached are the MOVES Run Specs from Z series conformity.

In addition, below is the table summarizing the contents of the Run Specs for clarification.

### PPS-AQ Run Spec for Conformity Analysis

#	Scenario	Month	County	Pollutant	Unit of Output	Time Aggregation Level
1	Summer Daily NOx & VOC (10 Counties)	July (only)	New York	1. Oxides of Nitrogen (NOX); 2. Volatile Organic Compounds(VOC); 3. Total Energy Consumption;	Tons/Day	Season
			Queens			
			Bronx			
			Kings			
			Richmond			
			Nassau			
			Suffolk			
			Westchester			
			Rockland			
2	Annual NOx & PM2.5 (10 Counties, 12 months)	January, February, March, April, May, June, July, August, September, October, November, December	New York	1. Oxides of Nitrogen (NOX); 2. Primary Exhaust PM2.5 - Total including: Primary Exhaust - Total, Primary PM2.5 Breakwear Particles, Primary PM2.5 Tirewear Particulate; 3. Total Energy Consumption;	Tons/Annual	Annual
			Queens			
			Bronx			
			Kings			
			Richmond			
			Nassau			
			Suffolk			
			Westchester			
			Rockland			
			Putnam			

Putnam Total pollutants are reported for 9 Counties and Putnam is reported separately.

Thanks  
Sandeep

**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Friman, Paul" <pfriman@mtabt.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Flax, Leah" <Leah.Flax@mtacd.org>, Elizabeth Knauer <eknauer@sprlaw.com>, "Mark Chertok" <mchertok@sprlaw.com>, "Timoney, Caitlin" <Caitlin.Timoney@hdrinc.com>, "Tiernan, Christine" <Christine.Tiernan@wsp.com>, Julie Cowing <jcowing@akrf.com>, "Doliner, Katie R." <Katie.Doliner@wsp.com>, "Schneider, Josh" <JSchneider@mtabt.org>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>

**Subject:** RE: Status of Additional Text on Mitigation Siting

**Date:** Wed, 10 Apr 2024 10:36:26 +0000

**Importance:** Normal

---

Thank you Stephen.

---

**From:** Crim, Stephen <stephen.crim@mtabt.org>

**Sent:** Tuesday, April 9, 2024 8:12 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Friman, Paul <pfriman@mtabt.org>; Michaelson, Juliette <JMichaelson@mtahq.org>; Flax, Leah <Leah.Flax@mtacd.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>; Timoney, Caitlin <Caitlin.Timoney@hdrinc.com>; Tiernan, Christine <Christine.Tiernan@wsp.com>; Julie Cowing <jcowing@akrf.com>; Doliner, Katie R. <Katie.Doliner@wsp.com>; Schneider, Josh <JSchneider@mtabt.org>

**Subject:** Status of Additional Text on Mitigation Siting

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Dear Rick, Monica, and Anna:

I want to let you know that we will provide you with more detailed text describing the siting of place-based mitigation tomorrow, Wednesday, 04/10/24, before noon Eastern. Thanks for your patience as we complete our internal review.

Best,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: 646-252-7045

C: 347-918-6351

E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "Crim, Stephen" <stephen.crim@mtabt.org>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Friman, Paul" <pfriman@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>, "Timoney, Caitlin" <Caitlin.Timoney@hdrinc.com>, "Lewis, Michael" <Michael.Lewis@hdrinc.com>, "Tiernan, Christine" <Christine.Tiernan@wsp.com>, Julie Cowing <jcowing@akrf.com>, "Doliner, Katie R." <Katie.Doliner@wsp.com>, "Schneider, Josh" <JSchneider@mtabt.org>

**Subject:** CBDTP Re-Evaluation Document for Review

**Date:** Fri, 12 Apr 2024 18:21:34 +0000

**Importance:** Normal

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**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick, Monica, and Anna:

Good afternoon. Our re-evaluation document is now ready for your review.

We have updated the shared folder ([FHWA Review](#)) with a new sub-folder ([Draft Reeval - 04-12-24](#)). There, you will find three files:

1. [Combined CBDTP Reeval DFT FOR FHWA v1 04-12-24.docx](#) – the main draft re-evaluation document
2. [CBDTP Reevaluation Appendices DFT for FHWA v1 041224.pdf](#) – the draft appendices to support the draft re-evaluation document
3. [CBDTP Reeval - AQ Tech Memo for FHWA DFT v6 04-12-24.docx](#) – the draft air quality technical memo developed to support review of the draft re-evaluation document

We look forward to receiving your full review no later than 05/12/24, though we welcome any comments and questions before then, as well. In the meantime, have a good weekend.

Best,

**Stephen Crim**  
**Director, Policy & Analytical Reporting**  
**CBD Tolling Program, MTA Bridges & Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: 646-252-7045  
C: 347-918-6351  
E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Friman, Paul" <pfriman@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, "Mark Chertok" <mchertok@sprlaw.com>, "Timoney, Caitlin" <Caitlin.Timoney@hdrinc.com>, "Lewis, Michael" <Michael.Lewis@hdrinc.com>, "Tiernan, Christine" <Christine.Tiernan@wsp.com>, Julie Cowing <jcowing@akrf.com>, "Doliner, Katie R." <Katie.Doliner@wsp.com>, "Schneider, Josh" <JSchneider@mtabt.org>

**Subject:** RE: CBDTP Re-Evaluation Document for Review

**Date:** Fri, 12 Apr 2024 18:23:19 +0000

**Importance:** Normal

---

Thank you, Stephen.

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

---

**From:** Crim, Stephen <stephen.crim@mtabt.org>

**Sent:** Friday, April 12, 2024 12:22 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Michaelson, Juliette <JMichaelson@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Robinson, Zulema <ZRobinson@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Friman, Paul <pfriman@mtabt.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>; Timoney, Caitlin <Caitlin.Timoney@hdrinc.com>; Lewis, Michael <Michael.Lewis@hdrinc.com>; Tiernan, Christine <Christine.Tiernan@wsp.com>; Julie Cowing <jcowing@akrf.com>; Doliner, Katie R. <Katie.Doliner@wsp.com>; Schneider, Josh <JSchneider@mtabt.org>

**Subject:** CBDTP Re-Evaluation Document for Review

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Dear Rick, Monica, and Anna:

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1. [Combined CBDTP Reeval DFT FOR FHWA v1 04-12-24.docx](#) – the main draft re-evaluation document
2. [CBDTP Reevaluation Appendices DFT for FHWA v1 041224.pdf](#) – the draft appendices to support the draft re-evaluation document

3. CBDTP Reeval - AQ Tech Memo for FHWA DFT VDOT 12-24.docx – the draft air quality technical memo developed to support review of the draft re-evaluation document

We look forward to receiving your full review no later than 05/12/24, though we welcome any comments and questions before then, as well. In the meantime, have a good weekend.

Best,

**Stephen Crim**  
**Director, Policy & Analytical Reporting**  
**CBD Tolling Program, MTA Bridges & Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: 646-252-7045  
C: 347-918-6351  
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**From:** "Crim, Stephen" <stephen.crim@mtabt.org>

**To:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Friman, Paul" <pfriman@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>

**Subject:** RE: CBDTP Re-Evaluation Document for Review

**Date:** Fri, 12 Apr 2024 18:45:48 +0000

**Importance:** Normal

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Dear All:

Our apologies, but there is a technical issue with the links we just shared. We will correct this issue and we will send again later today.

Best,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

---

**From:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>

**Sent:** Friday, April 12, 2024 2:23 PM

**To:** Crim, Stephen <stephen.crim@mtabt.org>; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Michaelson, Juliette <JMichaelson@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Robinson, Zulema <ZRobinson@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Friman, Paul <pfriman@mtabt.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>; Timoney, Caitlin <Caitlin.Timoney@hdrinc.com>; Lewis, Michael <Michael.Lewis@hdrinc.com>; Tiernan, Christine <Christine.Tiernan@wsp.com>; Julie Cowing <jcowing@akrf.com>; Doliner, Katie R. <Katie.Doliner@wsp.com>; Schneider, Josh <JSchneider@mtabt.org>

**Subject:** RE: CBDTP Re-Evaluation Document for Review

Thank you, Stephen.

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

DOT\_0047248

**From:** Crim, Stephen <[stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)>

**Sent:** Friday, April 12, 2024 12:22 PM

**To:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>; Pavlik, Monica (FHWA) <[Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)>; Price, Anna (FHWA) <[anna.price@dot.gov](mailto:anna.price@dot.gov)>

**Cc:** Vaughn-Fair, Sharon (FHWA) <[Sharon.Vaughn-Fair@dot.gov](mailto:Sharon.Vaughn-Fair@dot.gov)>; Biondi, Emily (FHWA) <[Emily.Biondi@dot.gov](mailto:Emily.Biondi@dot.gov)>; C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>; Michaelson, Juliette <[JMichaelson@mtahq.org](mailto:JMichaelson@mtahq.org)>; Angel, Nichola <[nangel@mtabt.org](mailto:nangel@mtabt.org)>; Robinson, Zulema <[ZRobinson@mtabt.org](mailto:ZRobinson@mtabt.org)>; Oliva, Louis <[LOLIVA@mtahq.org](mailto:LOLIVA@mtahq.org)>; Friman, Paul <[pfriman@mtabt.org](mailto:pfriman@mtabt.org)>; Elizabeth Knauer <[eknauer@sprlaw.com](mailto:eknauer@sprlaw.com)>; Mark Chertok <[mchertok@sprlaw.com](mailto:mchertok@sprlaw.com)>; Timoney, Caitlin <[Caitlin.Timoney@hdrinc.com](mailto:Caitlin.Timoney@hdrinc.com)>; Lewis, Michael <[Michael.Lewis@hdrinc.com](mailto:Michael.Lewis@hdrinc.com)>; Tiernan, Christine <[Christine.Tiernan@wsp.com](mailto:Christine.Tiernan@wsp.com)>; Julie Cowing <[jcowing@akrf.com](mailto:jcowing@akrf.com)>; Doliner, Katie R. <[Katie.Doliner@wsp.com](mailto:Katie.Doliner@wsp.com)>; Schneider, Josh <[Schneider@mtabt.org](mailto:Schneider@mtabt.org)>

**Subject:** CBDTP Re-Evaluation Document for Review

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick, Monica, and Anna:

Good afternoon. Our re-evaluation document is now ready for your review.

We have updated the shared folder ([FHWA Review](#)) with a new sub-folder ([Draft Reeval - 04-12-24](#)). There, you will find three files:

1. [Combined CBDTP Reeval DFT FOR FHWA v1 04-12-24.docx](#) – the main draft re-evaluation document
2. [CBDTP Reevaluation Appendices DFT for FHWA v1 041224.pdf](#) – the draft appendices to support the draft re-evaluation document
3. [CBDTP Reeval - AQ Tech Memo for FHWA DFT v6 04-12-24.docx](#) – the draft air quality technical memo developed to support review of the draft re-evaluation document

We look forward to receiving your full review no later than 05/12/24, though we welcome any comments and questions before then, as well. In the meantime, have a good weekend.

Best,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: 646-252-7045

C: 347-918-6351

E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>

**Subject:** RE: CBDTP Re-Evaluation Document for Review

**Date:** Fri, 12 Apr 2024 18:52:12 +0000

**Importance:** Normal

---

Stephen,

I was able to download the documents. Are they the correct documents?

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

---

**From:** Crim, Stephen <stephen.crim@mtabt.org>

**Sent:** Friday, April 12, 2024 12:46 PM

**To:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Michaelson, Juliette <JMichaelson@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Robinson, Zulema <ZRobinson@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Friman, Paul <pfriman@mtabt.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>

**Subject:** RE: CBDTP Re-Evaluation Document for Review

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear All:

Our apologies, but there is a technical issue with the links we just shared. We will correct this issue and we will send again later today.

Best,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

---

**From:** Pavlik, Monica (FHWA) <[Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)>

**Sent:** Friday, April 12, 2024 2:23 PM

**To:** Crim, Stephen <[stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)>; Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>; Price, Anna (FHWA) <[anna.price@dot.gov](mailto:anna.price@dot.gov)>

**Cc:** Vaughn-Fair, Sharon (FHWA) <[Sharon.Vaughn-Fair@dot.gov](mailto:Sharon.Vaughn-Fair@dot.gov)>; Biondi, Emily (FHWA) <[Emily.Biondi@dot.gov](mailto:Emily.Biondi@dot.gov)>; C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>; Michaelson, Juliette <[JMichaelson@mtahq.org](mailto:JMichaelson@mtahq.org)>; Angel, Nichola <[nangel@mtabt.org](mailto:nangel@mtabt.org)>; Robinson, Zulema <[ZRobinson@mtabt.org](mailto:ZRobinson@mtabt.org)>; Oliva, Louis <[LOLIVA@mtahq.org](mailto:LOLIVA@mtahq.org)>; Friman, Paul <[pfriman@mtabt.org](mailto:pfriman@mtabt.org)>; Elizabeth Knauer <[eknauer@sprlaw.com](mailto:eknauer@sprlaw.com)>; Mark Chertok <[mchertok@sprlaw.com](mailto:mchertok@sprlaw.com)>; Timoney, Caitlin <[Caitlin.Timoney@hdrinc.com](mailto:Caitlin.Timoney@hdrinc.com)>; Lewis, Michael <[Michael.Lewis@hdrinc.com](mailto:Michael.Lewis@hdrinc.com)>; Tiernan, Christine

<[Christine.Tiernan@wsp.com](mailto:Christine.Tiernan@wsp.com)>; Julie Cowing <[jcowing@akrf.com](mailto:jcowing@akrf.com)>; Doliner, Katie R. <[Katie.Doliner@wsp.com](mailto:Katie.Doliner@wsp.com)>; Schneider, Josh <[JSchneider@mtabt.org](mailto:JSchneider@mtabt.org)>

**Subject:** RE: CBDTP Re-Evaluation Document for Review

Thank you, Stephen.

Monica Pavlik

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**Sent:** Friday, April 12, 2024 12:22 PM

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**Subject:** CBDTP Re-Evaluation Document for Review

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Dear Rick, Monica, and Anna:

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1. [Combined CBDTP Reeval DFT FOR FHWA v1 04-12-24.docx](#) – the main draft re-evaluation document
2. [CBDTP Reevaluation Appendices DFT for FHWA v1 041224.pdf](#) – the draft appendices to support the draft re-evaluation document
3. [CBDTP Reeval - AQ Tech Memo for FHWA DFT v6 04-12-24.docx](#) – the draft air quality technical memo developed to support review of the draft re-evaluation document

We look forward to receiving your full review no later than 05/12/24, though we welcome any comments and questions before then, as well. In the meantime, have a good weekend.

Best,

**Stephen Crim**  
**Director, Policy & Analytical Reporting**  
**CBD Tolling Program, MTA Bridges & Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: 646-252-7045  
C: 347-918-6351  
E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**To:** "rick.marquis@dot.gov" <rick.marquis@dot.gov>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "WCarry@dot.nyc.gov" <WCarry@dot.nyc.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>

**Subject:** FW: CBDTP Re-Eval Links

**Date:** Fri, 12 Apr 2024 20:37:49 +0000

**Importance:** Normal

**Inline-Images:** image001.png

---

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Rick,

On behalf of the agencies, we're pleased to submit the draft Re-Evaluation of the Central Business District Tolling Program (CBDTP). The document may be found at the link below.

Best,  
Allison

 [2024-04-12 Re-Evaluation](#)

Confidentiality Note: This e-mail, and any attachment to it, may contain privileged and confidential information and is intended for the use of the individual(s) or entity named on the e-mail. Unauthorized disclosure of this message is prohibited. If you have received this message in error, please notify the sender immediately by return e-mail and destroy this message and all copies thereof, including all attachments.



**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Subject:** FW: CBDTP- EPA's final review

**Date:** Tue, 16 Apr 2024 21:39:26 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.png; image003.png

---

Rick and Sharon,

This is the last record that I have from the EPA regarding the CBDTP project. I don't believe they sent anything else after this. Is that correct?

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

---

**From:** Garcia, Lisa <Garcia.Lisa@epa.gov>

**Sent:** Wednesday, March 15, 2023 5:27 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Cc:** Nick Choubah <nick.choubah@dot.ny.gov>; allison.cdecerrero@mtahq.org; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; wcarry@dot.nyc.gov; Glenn, Olivia <Glenn.Olivia@epa.gov>; Mugdan, Walter <Mugdan.Walter@epa.gov>

**Subject:** CBDTP- EPA's final review

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick,

EPA appreciates our continued collaborative efforts toward the publication for public notice of a Final EA on the Central Business District Tolling Program (CBDTP). We have reviewed the updated Administrative Draft provided to us on March 1, and acknowledge the improvements throughout the NEPA process, specifically to address potential impacts of the proposed action on communities with environmental justice concerns, including:

- Inclusion of the EJ Technical Memorandum,
- Improved clarity regarding mitigation commitments to address disproportionately high and adverse impacts both within and outside the Central Business District,
- Additional low-income driver mitigation,
- Placed-based mitigation to respond to the potential public health impacts in neighborhoods that may experience an increase in vehicular traffic, and
- Incorporating an adaptive management approach.

EPA encourages FHWA and the Project Sponsors to consider including a commitment to develop an Adaptive Management Plan (AMP) during and/or after selection of the final tolling structure by the Traffic Mobility Review Board (TMRB) to:

- Assess and evaluate the feasibility of all mitigation based on the final tolling structure,
- Determine the best way to adjust for potential impacts throughout the entire lifecycle of the final project, and
- Continue to encourage ongoing meaningful public engagement and input, especially in potentially impacted communities and areas of EJ concern.

EPA offers to remain available to assist the Lead Agency, Project Sponsors, the Technical Advisory Group and the TMRB with the overall implementation of the CBDTP and the development of an AMP (as set forth by CEQ guidelines) based on the final tolling structure.

Thank you for your efforts to publish for public notice a Final EA that will adequately meet NEPA's goals of transparency across government agencies and the public. We look forward to continuing our engagement with FHWA and the Project Sponsors. Please let me know if you have any questions.

Thank you,  
Lisa F. Garcia

---

Lisa F. Garcia  
Regional Administrator, U.S. EPA Region 2



U.S. Environmental Protection Agency, Region 2 Office  
*NY, NJ, PR, USVI, and Eight Indian Nations*  
**Office of the Regional Administrator**  
290 Broadway, 26<sup>th</sup> Floor  
New York, NY 10007  
212.637.5000 (Office)

**From:** "Price, Anna (FHWA)" <anna.price@dot.gov>

**To:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Crim, Stephen" <stephen.crim@mtabt.org>

**Cc:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**Subject:** Tomorrow's Meeting CBDTP

**Date:** Mon, 22 Apr 2024 19:58:55 +0000

**Importance:** Normal

**Inline-Images:** image001.png

---

Good Afternoon-

At this point, FHWA does not have anything to present or discuss for our CBDTP meeting tomorrow. We are open to canceling the meeting – if MTA is in agreement.

Thank you

Anna Price  
Director, Office of Program Management

FHWA New York Division  
Leo O'Brien Building  
11A Clinton Ave, Suite 719  
Albany, NY 12207  
518-431-8858



**From:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**To:** "Price, Anna (FHWA)" <anna.price@dot.gov>, "Crim, Stephen" <stephen.crim@mtabt.org>

**Cc:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**Subject:** RE: Tomorrow's Meeting CBDTP

**Date:** Mon, 22 Apr 2024 20:28:36 +0000

**Importance:** Normal

**Inline-Images:** image001.png

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Thank you. We will cancel.

---

**From:** Price, Anna (FHWA) <anna.price@dot.gov>

**Sent:** Monday, April 22, 2024 3:59 PM

**To:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Crim, Stephen <stephen.crim@mtabt.org>

**Cc:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>

**Subject:** Tomorrow's Meeting CBDTP

Good Afternoon-

At this point, FHWA does not have anything to present or discuss for our CBDTP meeting tomorrow. We are open to canceling the meeting – if MTA is in agreement.

Thank you

Anna Price

Director, Office of Program Management

FHWA New York Division  
Leo O'Brien Building  
11A Clinton Ave, Suite 719  
Albany, NY 12207  
518-431-8858



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**From:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>

**To:** "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>

**Cc:** "AIYEDUN, AFOLABI T (DOT)" <AFOLABI.AIYEDUN@dot.ny.gov>, "Byrne, Mary (DOT)" <Mary.Byrne@dot.ny.gov>, "Nelson, Debra (DOT)" <Debra.Nelson@dot.ny.gov>, "Cataldo, Lisa A. (DOT)" <Lisa.Cataldo@dot.ny.gov>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Tran, Hiep" <Tran.Hiep@epa.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>, "Delano, Stephanie L (DOT)" <Stephanie.Delano@dot.ny.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>, "Demarco, Albert J (DOT)" <Albert.Demarco@dot.ny.gov>

**Subject:** NYMTC Draft 2024 Transportation Conformity Determination: ICG suggested comment

**Date:** Tue, 23 Apr 2024 16:50:25 +0000

**Importance:** Normal

**Attachments:** Transportation\_Conformity\_Determination\_Z\_series\_-\_Final\_Draft.pdf

**Inline-Images:** image002.jpg; image003.jpg

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Mark,

The Interagency Consultation Group (ICG) for air quality conformity has just one suggested comment on the draft conformity narrative at this time.

- At the end of the Section 5.2 regarding the PONA on Page 24, ICG recommend noting that because there are no new or amended non-exempt TIP projects in Putnam, Orange, and Dutchess Counties, a new conformity determination for the PONA is not required at this time.

If you have any questions, please let me know.

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



**From:** Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Sent:** Friday, April 5, 2024 1:08 PM

**To:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>

DOT\_0047258

**Cc:** AIYEDUN, AFOLABI T (DOT) <AFOLABI.AIYEDUN@dot.ny.gov>; Han, Husong (DOT) <Husong.Han@dot.ny.gov>; Chiume, Mike (DOT) <Mike.Chiume@dot.ny.gov>; Byrne, Mary (DOT) <Mary.Byrne@dot.ny.gov>

**Subject:** NYMTC's CY 2024 Transportation Conformity Determination - Final Draft for Public Review

Carl/George/Jason –

NYMTC has completed it's final draft of the 2024 Transportation Conformity Determination. We will be submitting these documents to PFAC prior to the Staff meeting on April 18th to alert members of the beginning of the 30-day public comment period (starting on April 24<sup>th</sup>).

Attached you'll find the following documents for ICG's internal review and comment:

1. NYMTC's CY 2024 Transportation Conformity Determination - Final Draft for Public Review
2. Appendix 2C (to be posted as a separate file for review)
3. Executive Summary (to be translated into NYMTC's 4 core languages)

Note that two public comment webinars will be held on May 2<sup>nd</sup> at 12:00 pm and 6:00 pm to present the Determination.

Any questions or comments, please let us know.  
Thank you.

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Cc:** "Price, Anna (FHWA)" <anna.price@dot.gov>, "Santiago, Damaris (FHWA)" <Damaris.Santiago@dot.gov>

**Subject:** CBDTP Monitoring Plan

**Date:** Fri, 26 Apr 2024 21:54:09 +0000

**Importance:** Normal

---

Rick

Table 3 in the FONSI includes their monitoring plan.

[114186 \(mta.info\)](#)

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

**From:** "Crim, Stephen" <stephen.crim@mtabt.org>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, "Friman, Paul" <pfriman@mtabt.org>, Mark Chertok <mchertok@sprlaw.com>, "Oliva, Louis" <LOLIVA@mtahq.org>

**Subject:** Tomorrow's CBDTP Re-Evaluation Meeting

**Date:** Mon, 29 Apr 2024 14:53:47 +0000

**Importance:** Normal

---

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick, Monica, and Anna:

Good morning. We do not have agenda items for our regularly scheduled meeting with you tomorrow afternoon, 04/30/24, and we are open to canceling the meeting. Do you have agenda items on which we should meet?

Separately, we'd appreciate knowing the latest on when we can expect comments back from our 04/12/24 submission. When do you anticipate that you will be able to share those comments?

With Thanks,

**Stephen Crim**  
**Director, Policy & Analytical Reporting**  
**CBD Tolling Program, MTA Bridges & Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: 646-252-7045  
C: 347-918-6351  
E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

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**Subject:** RE: Tomorrow's CBDTP Re-Evaluation Meeting

**Date:** Mon, 29 Apr 2024 15:07:47 +0000

**Importance:** Normal

---

Stephen,

We don't have anything specific on the re-evaluation to discuss tomorrow. Would the sponsors like to use that time to meet on the VPPP agreement?

Thank you,

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

---

**From:** Crim, Stephen <stephen.crim@mtabt.org>

**Sent:** Monday, April 29, 2024 8:54 AM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Michaelson, Juliette <JMichaelson@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Robinson, Zulema <ZRobinson@mtabt.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Friman, Paul <pfriman@mtabt.org>; Mark Chertok <mchertok@sprlaw.com>; Oliva, Louis <LOLIVA@mtahq.org>

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

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**Subject:** FW: Congestion Pricing

**Date:** Fri, 03 May 2024 11:59:40 +0000

**Importance:** Normal

**Attachments:** MTA\_Congestion\_Pricing\_Solution.pdf

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This is just FYI. I do not think there is a Federal action here.

I have received many emails from this person over many years. Given his comments are founded in changes to State law, in one of his first messages to me I replied that he needs to direct his comments to State officials as what he suggests relate to State laws.

---

**From:** Sanjeev Ramchandra <sanjeev\_ramchandra@yahoo.com>

**Sent:** Friday, May 3, 2024 1:46 AM

**To:** marie.dominguez@dot.ny.gov; Adam.Levine@dot.ny.gov; Gerry.Bogacz@dot.ny.gov; debra.nelson@dot.ny.gov; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Culotta, Michael (FTA) <Michael.Culotta@dot.gov>; garcia.lisa@epa.gov <garcia.lisa@epa.gov>; dbehrend@njtpa.org

**Cc:** Trottenberg, Polly (OST) <polly.trottenberg@dot.gov>; Monje, Carlos (OST) <Carlos.Monje@dot.gov>; Bhatt, Shailen (FHWA) <shailen.bhatt@dot.gov>; Bose, Amitabha (FRA) <amitabha.bose@dot.gov>; Vanterpool, Veronica (FTA) <veronica.vanterpool@dot.gov>

**Subject:** Re: Congestion Pricing

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello NYMTC Leadership and USDOT Officials,

I want to share with you all again my 3-page whitepaper (please see attachment) that could resolve the lawsuits against NYC Congestion Pricing by focusing on affordability while minimizing environmental impact. Thanks.

-S.R.

On Sunday, February 4, 2024 at 09:35:48 AM MST, Sanjeev Ramchandra <[sanjeev\\_ramchandra@yahoo.com](mailto:sanjeev_ramchandra@yahoo.com)> wrote:

Hello NYMTC Leadership,

I would like to share with you my 3-page whitepaper (please see the attachment) that I sent to the NY Governor's Office and NYS Legislature which describes my proposal for modifying Congestion Pricing as a compromise solution. My plan focuses on having an affordable toll price with a minimal environmental impact. Thanks for your time and attention and feel free to share this information with anyone else.

-Sanjeev Ramchandra

On Saturday, December 2, 2023 at 01:55:05 PM MST, Sanjeev Ramchandra <[sanjeev\\_ramchandra@yahoo.com](mailto:sanjeev_ramchandra@yahoo.com)> wrote:

Hello, NYMTC Leadership:

I recommend that the Congestion Pricing legislation be amended to remove the \$1 billion toll revenue collection requirement. There should not be any minimum mandatory revenue amount which will bring a much more affordable toll price instead of a \$15 toll. In retrospect, London only collects \$250 million per year in tolls so requiring a \$1 billion yearly amount is arbitrary and regressive.

-Sanjeev Ramchandra

**Alternative Congestion Pricing Plan – 02/01/2024**

**Prepared by Sanjeev Ramchandra, M.Ed.**

**sanjeev\_ramchandra@yahoo.com**

The MTA's implementation of Congestion Pricing results in negative consequences. A \$1 billion mandatory revenue collection creates an unaffordable \$15 toll price to drivers and has side effects like shifting vehicle congestion and pollution elsewhere. Congestion Pricing legislation must be modified to not require a minimum revenue amount with a basic pricing structure that does not damage the regional economy. A practical Congestion Pricing plan that is not disruptive to NYC is described below.

- *Congestion Pricing tolling is not supposed to maximize revenue.*

\$1 billion every year for Congestion Pricing is aggressive and irresponsible. Focus on collecting a reasonable CP amount that is moderate and realistic. London collected [\\$282 million](#) inside its Congestion Charging Zone in 2022.

- *Increase transit capacity and availability before initiating CP toll.*

Although East Side Access is finished, Penn Station Access in the Bronx and Gateway Tunnel in New Jersey are still undergoing development. Phase-in CP tolling by first activating the eastern cordon zone at the eastern tunnels and East River Bridges. When the Bronx & NJ projects are completed then start CP tolls at the northern & western cordon zones and western tunnels.

Extend LIRR train service into NJ (click [here](#) to view my presentation slides) as part of the Gateway Project to expand transit capacity between NJ & NY. Federal infrastructure funding would cover a significant portion of this cost. MTA service in NJ justifies the legitimacy of congestion pricing tolling for NJ commuters without having to share any revenues with NJ Transit and PATH.

- *Index the Congestion Pricing toll to match the subway fare price.*

CP toll price<sup>1</sup> is not arbitrary as it corresponds to subway fare price for cars with trucks paying a bit more. This brings affordability and transparency as a congestion tax that collects the lost revenue of a missed subway/bus ride along with credibility since it is politically difficult to increase a subway fare. Congestion pricing toll is not capped per day but is charged per trip like any bridge/tunnel toll and automatically matches future subway fare increases.

- *Affordable CP toll price needs no exemptions while reducing trips.*

No discounts or exemptions are necessary for drivers including low-income, disability, and existing tolled bridges/tunnels since the CP toll is a low price. A low-price toll per trip has fewer repeat trips than a capped high-price toll (5 trips at \$2.90 each = unlimited trips at \$15) promoting trip consolidation.

<sup>1</sup>CP toll price is charged only for the inbound direction not when exiting the cordon zones.

- *Major economic losses are prevented with a low CP toll price.*

With the availability of remote work and business relocation, imposing a high-price CP toll threatens the economy of NYC & NYS as income tax and sales tax revenues decrease from fewer employees and customers. High truck tolls raise the cost of groceries and products within the CBD.

- *Congestion levels are reduced overall with a low CP toll price.*

Research shows that having just a small toll price discourages driving on roads and bridges especially the East River Bridges where prices change from nothing (\$0) to something (\$2.90). Many NJ car drivers will switch to LIRR trains in NJ via park-n-ride stations in Secaucus & Meadowlands. Suspending CP tolls during overnight hours reduces daytime congestion.

- *Sizeable revenue amount is generated with a low CP toll price.*

In Phase 1, CP tolling begins only at the East River crossings (bridges and tunnels). \$2.90 CP toll generates at least \$300 million<sup>2</sup> revenue per year. Phase 1 continues until the Gateway Tunnel is finished and this revenue is directed mostly towards Brooklyn, Queens, and Staten Island projects.

In Phase 2, the remaining cordon zones and tunnels along with the East River crossings have CP tolling, generating at least 400 million<sup>2</sup> per year. Phase 2 revenue should finance many transit projects across the region.

- *No shifting of congestion and emissions outside of tolling zone.*

Toll shopping at East River crossings is acceptable because this maintains the current traffic equilibrium which already has asymmetric tolling. The negative environmental impact from a high CP toll price is too costly and more expensive than receiving fewer CP revenue from a low CP toll price.

A high-price toll encourages drivers to detour onto other routes whereas a low-price toll does not divert vehicles as it maintains the existing traffic patterns. Bridge tolls for entering Bronx and Staten Island from Brooklyn and Queens will still cost more than the CP tolls on the East River Bridges. MTA incurs no environmental mitigation costs in the Bronx or elsewhere.

Extend the tolling cordon zone to include FDR Drive south of 60<sup>th</sup> Street to prevent increased congestion and environmental mitigation costs by cars in south Manhattan. This prevents RFK Bridge and Brooklyn Bridge cars from avoiding CP tolls when they use direct on-ramps to FDR Drive.

<sup>2</sup>This is a conservative estimate that considers traffic reduction and overnight traveling. Truck pricing is higher and changes in subway fares may affect future CP revenue totals.

Since the CP toll is set equal to the subway fare, cars complete their trips into the CBD without stopping outside of the zone to find parking spaces. The northern cordon zone is not activated until after the Gateway Tunnel is finished to prevent vehicles from diverting to the western cordon zone.

- *Amend the Congestion Pricing legislation to authorize changes.*

(1) No minimum toll revenue collection; (2) Index congestion pricing toll to current subway fare; (3) No surge pricing or temporary price increase; (4) Remove exemption of FDR Drive south of 60<sup>th</sup> Street to allow CP tolls.

- *Consider additional funding sources to generate MTA revenue.*

Congestion Pricing is meant to provide supplemental revenue to finance maintenance like signals and stations. If additional funding is necessary for the Second Avenue Subway, phase 2 then consider legislation S5895 /A6204 by Gounardes/Carroll which is a 25-cent surcharge for all online delivery sales in NYC. This could raise [\\$226 million](#) per year for the NYC Infrastructure Fund that could be redirected temporarily to the subway.

## Conclusion

My plan interprets Congestion Pricing through the lens of affordability by charging a low CP toll price for all drivers without any minimum toll revenue requirement. It minimizes environmental mitigation costs by not shifting traffic and emissions around to other locations by keeping existing traffic patterns. This proposal is a reasonable compromise for all stakeholders to establish a practical NYC CBD Tolling Zone Program.

Although \$2.90 CP toll seems small, this toll costs about \$750 per year assuming a single-trip travel, five days per week. This CP toll price will still discourage many casual drivers in Brooklyn & Queens from taking the currently free East River Bridges and instead consider subway/bus. \$2.90 CP toll is still affordable enough for cars that need to reach CBD.

Instead of criticizing the deficiencies of NJ Transit, MTA should help NJ commuters into NYC since NJ residents contribute to NY's economy as employees and customers. Extend LIRR trains into New Jersey ([slides](#)) with service to Secaucus and the Meadowlands. Rockland County and Orange County residents could receive free LIRR transfers at Secaucus West but NJ residents pay a few dollars for LIRR trains to Penn Station.

**From:** "Crim, Stephen" <stephen.crim@mtabt.org>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Friman, Paul" <pfriman@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, Elizabeth Knauer <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>

**Subject:** This Week's CBDTP Reevaluation Meeting

**Date:** Mon, 06 May 2024 15:18:24 +0000

**Importance:** Normal

---

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Good morning!

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With Thanks,

**Stephen Crim**  
**Director, Policy & Analytical Reporting**  
**CBD Tolling Program, MTA Bridges & Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: 646-252-7045  
C: 347-918-6351  
E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Friman, Paul" <pfriman@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, Elizabeth Knauer <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>

**Subject:** RE: This Week's CBDTP Reevaluation Meeting

**Date:** Mon, 06 May 2024 20:58:18 +0000

**Importance:** Normal

---

Hello Stephen and all,

Let's cancel tomorrow's meeting. Please know we are very actively reviewing the draft submission.

Thank you,  
Rick

Richard J. Marquis  
Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

---

**From:** Crim, Stephen <stephen.crim@mtabt.org>

**Sent:** Monday, May 6, 2024 11:18 AM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Michaelson, Juliette <JMichaelson@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Robinson, Zulema <ZRobinson@mtabt.org>; Friman, Paul <pfriman@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>

**Subject:** This Week's CBDTP Reevaluation Meeting

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>,  
"Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>,  
"WCarry@dot.nyc.gov" <WCarry@dot.nyc.gov>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Vaughn-Fair, Sharon (FHWA)"  
<Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>,  
"Santiago, Damaris (FHWA)" <Damaris.Santiago@dot.gov>, "Price, Anna (FHWA)"  
<anna.price@dot.gov>

**Bcc:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Subject:** RE: CBDTP Re-Eval Links

**Date:** Fri, 10 May 2024 16:45:52 +0000

**Importance:** Normal

**Inline-Images:** image001.png

---

Hello again Allison,

As discussed, in case there is an issue with receiving my prior email due to the file size being too big to send, I have uploaded the 2 files on the same site:

 [2024-04-12 Re-Evaluation](#)

Thank you,  
Rick

---

**From:** Marquis, Rick (FHWA)

**Sent:** Friday, May 10, 2024 12:29 PM

**To:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Stephanie.Winkelhake@dot.ny.gov; WCarry@dot.nyc.gov

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>;  
Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Santiago, Damaris (FHWA) <Damaris.Santiago@dot.gov>; Price, Anna  
(FHWA) <anna.price@dot.gov>

**Subject:** RE: CBDTP Re-Eval Links

Hi Allison and all,

FHWA has performed a thorough review of the re-evaluation documents. Please see the attached.

The majority of our comments are provided in track changes with additional language added to the document with a focus on incorporating the differences between the Final EA/FONSI information relative to the adopted toll structure. We understand that the language and format may not match your comprehensive style approach to the document. You are welcome to adapt these changes to match your style. Please provide quality assurance check on the data that was added to the document and correct as needed. We rely on the details of this data for our determination so please do not remove it wholesale.

We would be glad to discuss changes that you think are necessary.

When you re-submit for final review, we request a red-line version.

Thank you,  
Rick

Richard J. Marquis  
Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

---

**From:** C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>  
**Sent:** Friday, April 12, 2024 4:38 PM  
**To:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>  
**Cc:** Pavlik, Monica (FHWA) <[Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)>; [WCarry@dot.nyc.gov](mailto:WCarry@dot.nyc.gov); [Stephanie.Winkelhake@dot.ny.gov](mailto:Stephanie.Winkelhake@dot.ny.gov)  
**Subject:** FW: CBDTP Re-Eval Links

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Hi Rick,  
On behalf of the agencies, we're pleased to submit the draft Re-Evaluation of the Central Business District Tolling Program (CBDTP). The document may be found at the link below.  
Best,  
Allison

 [2024-04-12 Re-Evaluation](#)

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**Cc:** "Nelson, Thomas (FHWA)" <thomas.nelson@dot.gov>

**Subject:** Re: CBDTP Re-Eval Links

**Date:** Mon, 13 May 2024 15:16:56 +0000

**Importance:** Normal

**Inline-Images:** image001.png

---

Good morning,

I just received a call from Janno. He said the MTA team is very appreciative of FHWA's comments and are working to turn it around by the end of the week.

He said that he would like to include an executive summary, so interested readers could read a shorter version to better understand. So when they submit back to FHWA, it will include an executive summary, also for FHWA review.

Rick

---

**From:** Marquis, Rick (FHWA)

**Sent:** Friday, May 10, 2024 12:45:52 PM


**To:** C. de Cerreno, Allison <allison.cdecerrero@mtahq.org>; Stephanie.Winkelhake@dot.ny.gov <Stephanie.Winkelhake@dot.ny.gov>; WCarry@dot.nyc.gov <WCarry@dot.nyc.gov>

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Santiago, Damaris (FHWA) <Damaris.Santiago@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

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Rick

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Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

---

**From:** C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>  
**Sent:** Friday, April 12, 2024 4:38 PM  
**To:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>  
**Cc:** Pavlik, Monica (FHWA) <[Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)>; [WCarry@dot.nyc.gov](mailto:WCarry@dot.nyc.gov); [Stephanie.Winkelhake@dot.ny.gov](mailto:Stephanie.Winkelhake@dot.ny.gov)  
**Subject:** FW: CBDTP Re-Eval Links

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Rick,  
On behalf of the agencies, we're pleased to submit the draft Re-Evaluation of the Central Business District Tolling Program (CBDTP). The document may be found at the link below.  
Best,  
Allison

 [2024-04-12 Re-Evaluation](#)

Confidentiality Note: This e-mail, and any attachment to it, may contain privileged and confidential information and is intended for the use of the individual(s) or entity named on the e-mail. Unauthorized disclosure of this message is prohibited. If you have received this message in error, please notify the sender immediately by return e-mail and destroy this message and all copies thereof, including all attachments.

**From:** "Crim, Stephen" <stephen.crim@mtabt.org>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>

**Subject:** Today's Scheduled 2pm Meeting

**Date:** Tue, 14 May 2024 15:38:10 +0000

**Importance:** Normal

---

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick, Monica, and Anna:

We are reviewing and crafting responses to your comments on our reevaluation document! We do not have any agenda items for today's 2pm, and would like to cancel for today, unless you have something we need to cover. May we cancel?

With Thanks,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: 646-252-7045

C: 347-918-6351

E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Elizabeth Knauer" <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>

**Subject:** Re: Today's Scheduled 2pm Meeting

**Date:** Tue, 14 May 2024 15:40:33 +0000

**Importance:** Normal

---

Hello everyone,

I am good with canceling today's meeting.

Rick

---

**From:** Crim, Stephen <stephen.crim@mtabt.org>

**Sent:** Tuesday, May 14, 2024 11:38:10 AM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Robinson, Zulema <ZRobinson@mtabt.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>

**Subject:** Today's Scheduled 2pm Meeting

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick, Monica, and Anna:

We are reviewing and crafting responses to your comments on our reevaluation document! We do not have any agenda items for today's 2pm, and would like to cancel for today, unless you have something we need to cover. May we cancel?

With Thanks,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: 646-252-7045

C: 347-918-6351

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**From:** "Crim, Stephen" <stephen.crim@mtabt.org>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Michaelson, Juliette" <JMichaelson@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>, "Friman, Paul" <pfriman@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>

**Subject:** Scheduled Reevaluation Meeting, 05/21/24

**Date:** Tue, 21 May 2024 02:03:43 +0000

**Importance:** Normal

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**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick, Monica, and Anna:

Our team continues responding to the comments you provided on the CBDTP Reevaluation. We do not have agenda items for our Tuesday, 05/21/24 meeting with you at 2pm Eastern. Do you have any items, or may we cancel?

With Thanks,

**Stephen Crim, AICP**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: 646-252-7045

E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>  
**To:** "C. de Cerreno, Allison" <allison.cdecerrero@mtahq.org>, "Stephanie. Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "WCarry@dot.nyc.gov" <WCarry@dot.nyc.gov>  
**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "Santiago, Damaris (FHWA)" <Damaris.Santiago@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>  
**Bcc:** "Nelson, Thomas (FHWA)" <thomas.nelson@dot.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>  
**Subject:** RE: CBDTP Re-Eval Links  
**Date:** Tue, 21 May 2024 11:54:06 +0000  
**Importance:** Normal  
**Inline-Images:** image001.png

Good morning Allison and all,

Since my last message, I understand that FHWA should expect that a new Executive Summary will be included in the Re-evaluation. This message is in regard to the Executive Summary.

In the Executive Summary for the Re-evaluation – please include a table of all the scenarios similar to the one below from the Final EA Executive Summary. The information provided in the Power Point presentation from January 20, 2024 (sample tables below) is similar to the information we would like to see for the adopted toll structure with all of the TMRB changes. Please include a brief explanation of how that fits within what was evaluated in the Final EA/FONSI.

Thank you,

Rick

**Table ES-2. Tolling Scenarios Evaluated for the CBD Tolling Alternative**

PARAMETER <sup>1</sup>	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D	SCENARIO E	SCENARIO F	SCENARIO G	ADOPTED TOLL STRUCTURE	EXPLANATION OF HOW THE ADOPTED TOLL STRUCTURE FITS WITHIN THE FINAL EA SCENARIOS
	Base Plan	Base Plan with Caps and Exemptions	Low Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	High Crossing Credits for Vehicles Using Tunnels to Access the CBD	High Crossing Credits for Vehicles Using Tunnels to Access the CBD, with Some Caps and Exemptions	High Crossing Credits for Vehicles Using Manhattan Bridges and Tunnels to Access the CBD, with Some Caps and Exemptions	Base Plan with Same Tolls for All Vehicle Classes		
Time Periods <sup>2</sup>									
Peak: Weekdays	6 a.m. to 8 p.m.	6 a.m. to 8 p.m.	6 a.m. to 8 p.m.	6 a.m. to 8 p.m.	6 a.m. to 8 p.m.	6 a.m. to 10 a.m.; 4 p.m. to 8 p.m.	6 a.m. to 8 p.m.		
Peak: Weekends	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.		
Off Peak: Weekdays	8 p.m. to 10 p.m.	8 p.m. to 10 p.m.	8 p.m. to 10 p.m.	8 p.m. to 10 p.m.	8 p.m. to 10 p.m.	10 a.m. to 4 p.m.	8 p.m. to 10 p.m.		
Overnight: Weekdays	10 p.m. to 6 a.m.	10 p.m. to 6 a.m.	10 p.m. to 6 a.m.	10 p.m. to 6 a.m.	10 p.m. to 6 a.m.	8 p.m. to 6 a.m.	10 p.m. to 6 a.m.		
Overnight Weekends	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.		
Potential Crossing Credits									
Credit Toward the CBD Toll for Tolls Paid at the Queens-Midtown, Hugh L. Carey, Lincoln, Holland Tunnels	No	No	Yes	Yes	Yes	Yes	No		
Credit Toward the CBD Toll for Tolls Paid at the Robert F. Kennedy, Henry Hudson, George Washington Bridges	No	No	No	No	No	Yes	No		
Potential Exemptions and Limits (Caps) on Number of Tolls per Day									
Cars, motorcycles, commercial vans	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day		
Taxis	No cap	Once per day	Exempt	No cap	Exempt	Once per day	No cap		
FHVs	No cap	Once per day	Three times per day	No cap	Three times per day	Once per day	No cap		
Small and large trucks	No cap	Twice per day	No cap	No cap	No cap	Once per day	No cap		
Buses	No cap	Exempt	No cap	No cap	Transit buses—Exempt No cap on others	Exempt	No cap		
Approximate Toll Rate Assumed <sup>3</sup>									
Peak	\$9	\$10	\$14	\$19	\$23	\$23	\$12		
Off Peak	\$7	\$8	\$11	\$14	\$17	\$17	\$9		
Overnight	\$5	\$5	\$7	\$10	\$12	\$12	\$7		

<sup>1</sup> The parameters in this table were assumed for modeling purposes to evaluate the range of potential effects that would result from implementation of the CBD Tolling Alternative. Actual toll rates, potential credits, exemptions and/or discounts, and the time of day when toll rates would apply would be determined by the TBTA Board after recommendations are made by the Traffic Mobility Review Board. **Appendix 2E, "Project Alternatives: Definition of Tolling Scenarios,"** provides more detailed information on the rates, potential crossing credits, exemptions, and/or discounts assumed for each tolling scenario.

<sup>2</sup> Tolls would be higher during peak periods when traffic is greatest. These would be set forth by TBTA in the final toll schedule. All tolling scenarios include a higher toll on designated "Gridlock Alert" days, although the modeling conducted for the Project did not reflect this higher toll since it considers typical days rather than days with unusually high traffic levels.

<sup>3</sup> Toll rates are for autos, commercial vans, and motorcycles using E-ZPass and are rounded. For all tolling scenarios, different rates would apply for vehicles not using E-ZPass; for Tolling Scenarios A through F, different vehicle classes would pay different tolls (see **Appendix 2E, "Definition of Tolling Scenarios"**). The peak E-ZPass rate (rounded) range across tolling scenarios for small trucks would be \$12-\$65; for large trucks, the range would be \$12-\$82.

Parameter	NEPA Scenarios A - G	TMRB Scenarios	
		10J	10J.2
Toll Rate – E-ZPass			
Peak – Autos	\$9 - \$23	\$15.00	
Overnight – Autos*	\$5 - \$12	\$3.75	
Peak – Motorcycles	\$9 - \$23	\$7.50	

Overnight – Motorcycles*	\$5 - \$12	\$1.75
Peak – Small trucks	\$12 - \$65	\$24.00
Overnight – Small trucks*	\$7 - \$33	\$6.00
Peak - Large trucks	\$12 - \$82	\$36.00
Overnight - Large trucks*	\$7 - \$41	\$9.00
Peak – Buses**	\$12 - \$82	\$24.00
Overnight – Buses**	\$7 - \$41	\$6.00
<b>Toll Rate - Tolls By Mail</b>		
Peak – Autos	\$14 - \$35	\$22.50
Overnight – Autos*	\$8 - \$18	\$5.50
Peak – Motorcycles	\$14 - \$35	\$11.25
Overnight – Motorcycles*	\$8 - \$18	\$2.50
Peak – Small trucks	\$18 - \$98	\$36.00
Overnight – Small trucks*	\$11 - \$49	\$9.00
Peak – Large trucks	\$18 - \$123	\$54.00
Overnight – Large trucks*	\$11 - \$62	\$13.50
Peak – Buses**	\$18 - \$123	\$36.00
Overnight – Buses*/**	\$11 - \$62	\$9.00

Parameter	NEPA Scenarios							TMRB Scenarios	
	A	B	C	D	E	F	G	10J	10J.2
Applicable Trips									
Tolls applied to CBD trips as they:	Enter or remain	Enter or remain	Enter or remain	Enter or remain	Enter or remain	Enter or remain	Enter or remain	Enter	
Time Periods									
Peak: Weekdays	6 am – 8 pm					6am – 10am 4 pm – 8pm	6 am – 8 pm	5 a.m. to 9 p.m.	
Peak: Weekends	10 am – 10 pm							5 a.m. to 9 p.m.	
Off Peak: Weekdays	8pm – 10pm					10am – 4pm	8pm – 10pm	9 p.m. to 5 a.m.	
Overnight: Weekdays	10pm – 6am					8pm – 6am	10pm – 6am	9 p.m. to 5 a.m.	
Overnight Weekends*	10 p.m. to 10 a.m.							9 p.m. to 5 a.m.	
Potential Crossing Credits									
Credit Toward CBD Toll for Tolls Paid at the Tunnel Entries	No	No	Yes				No	Yes	
Credit Toward CBD Toll for Tolls Paid at Bridges to Manhattan	No					Yes	No	No	
Credit – Autos and commercial vans	\$0.00 - \$13.10							\$5.00	
Credit – Motorcycles	\$0.00 - \$13.10							\$2.50	
Credit – Taxis	\$0.00 - \$13.10							\$0.00	
Credit – FHV's	\$0.00 - \$13.10							\$0.00	
Credit – Small trucks	\$0.00 - \$38.80							\$12.00	
Credit – Large trucks	\$0.00 - \$64.66							\$20.00	
Credit Amount – Buses	\$0.00 - \$64.66							\$12.00	
Credit During Overnight	\$0.00 - \$64.66							\$0.00	

Parameter	NEPA Scenarios							TMRB Scenarios	
	A	B	C	D	E	F	G	10J	10J.2
<b>Potential Exemptions and Limits (Caps) on Number of Tolls per Day</b>									
Autos, motorcycles, and commercial vans	Once per day							Once per day	
Taxis	No cap	Once per day	Exempt	No cap	Exempt	Once per day	No cap	Equivalent to less than once per day toll - \$1.25 per trip toll on trips to, within, or from the CBD	Equivalent to less than once per day toll - \$1.25 per trip toll on trips to or from the CBD
FHV's	No cap	Once per day	Three times per day	No cap	Three times per day	Once per day	No cap	Equivalent to less than once per day toll - \$2.50 per trip toll on trips to, within, or from the CBD	Equivalent to less than once per day toll - \$2.50 per trip toll on trips to or from the CBD

Small and large trucks	No cap	Twice per day	No cap	No cap	No cap	Once per day	No cap	No cap
Buses	No cap	Exempt	No cap	No cap	Transit buses – Exempt No cap on other buses	Exempt	No cap	Transit buses – Exempt
Government Vehicles	No cap	No cap	No cap	No cap	No cap	No cap	No cap	Specialized vehicles – Exempt
<b>Discounts</b>								
Auto Low-Income Discount Rate*		25% off peak rate, after the first 10 trips					50% off peak rate, after the first 10 trips	

**From:** Marquis, Rick (FHWA)

**Sent:** Friday, May 10, 2024 12:46 PM

**To:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Stephanie.Winkelhake@dot.ny.gov; WCarry@dot.nyc.gov

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Santiago, Damaris (FHWA) <Damaris.Santiago@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Subject:** RE: CBDTP Re-Eval Links

Hello again Allison,

As discussed, in case there is an issue with receiving my prior email due to the file size being too big to send, I have uploaded the 2 files on the same site:

[2024-04-12 Re-Evaluation](#)

Thank you,  
Rick

**From:** Marquis, Rick (FHWA)

**Sent:** Friday, May 10, 2024 12:29 PM

**To:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Stephanie.Winkelhake@dot.ny.gov; WCarry@dot.nyc.gov

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Santiago, Damaris (FHWA) <Damaris.Santiago@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Subject:** RE: CBDTP Re-Eval Links

Hi Allison and all,

FHWA has performed a thorough review of the re-evaluation documents. Please see the attached.

The majority of our comments are provided in track changes with additional language added to the document with a focus on incorporating the differences between the Final EA/FONSI information relative to the adopted toll structure. We understand that the language and format may not match your comprehensive style approach to the document. You are welcome to adapt these changes to match your style. Please provide quality assurance check on the data that was added to the document and correct as needed. We rely on the details of this data for our determination so please do not remove it wholesale.

We would be glad to discuss changes that you think are necessary.

When you re-submit for final review, we request a red-line version.

Thank you,  
Rick

Richard J. Marquis  
Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

**From:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

**Sent:** Friday, April 12, 2024 4:38 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>


**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; WCarry@dot.nyc.gov; Stephanie.Winkelhake@dot.ny.gov

**Subject:** FW: CBDTP Re-Eval Links

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Rick,  
On behalf of the agencies, we're pleased to submit the draft Re-Evaluation of the Central Business District Tolling Program (CBDTP). The document may be found at the link below.  
Best,

Allison

 [2024-04-12 Re-Evaluation](#)

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Carry, William" <WCarry@dot.nyc.gov>

**Cc:** "Wanttaja, Ryan" <RWanttaja@dot.nyc.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>

**Subject:** RE: Place-Based Mitigation Language - CBDTP NEPA Reevaluation

**Date:** Thu, 23 May 2024 15:22:46 +0000

**Importance:** Normal

---

Hi Will - As mentioned to Deputy Mayor Joshi, the way communications/submissions have worked is that the project sponsors agree among themselves before sending anything to FHWA, and I send replies back to the 3 sponsors (you for NYCDOT). Having said this, I do have concerns with the proposed text in your message.

You mention you are meeting with the MTA today. If after that meeting, the NY sponsors want to discuss, let me know.

Rick

---

**From:** Carry, William <WCarry@dot.nyc.gov>

**Sent:** Thursday, May 23, 2024 9:32 AM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Cc:** Wanttaja, Ryan <RWanttaja@dot.nyc.gov>

**Subject:** Place-Based Mitigation Language - CBDTP NEPA Reevaluation

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In my haste I also include the entire email chain with the MTA. Please disregard. My apologies. Below is a clean version.

---

**From:** Carry, William

**Sent:** Thursday, May 23, 2024 9:31 AM

**To:** Rick Marquis ([rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)) <[rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)>

**Cc:** Wanttaja, Ryan <[RWanttaja@dot.nyc.gov](mailto:RWanttaja@dot.nyc.gov)>

**Subject:** FW: Place-Based Mitigation Language - CBDTP NEPA Reevaluation

Hi Rick – following up on the conversation that you had with Deputy Mayor Joshi last evening, below is the language we are proposing for chapter 17 of the reevaluation. We are meeting with MTA today to discuss this further and Janno has also talked with Meera. We recognized that the issue of mitigations is a sensitive one. Please let me know your thoughts on this text. Thx.

To determine how the \$100M should be allocated across communities, the share of population in all affected tracts was used, as illustrated in **Table 17.13**. As discussed in further detail in this section, the funding allocation in Table 17.13 may be modified based on community feedback, the assessment of potential mitigation sites in each community, and the feasibility of implementing mitigations at those sites. The value of investment in parks or a greenspaces or in electric charging infrastructure may also be split across two or more communities, reflecting that the benefit of these types of mitigations may accrue to more than one community.

\*\*\*\*\*  
\*\*\*\*\*

\*\*\*\*\*  
\*\*\*\*\*

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Thank you.

NYC – Department of Transportation

\*\*\*\*\*  
\*\*\*\*\*

**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Subject:** FW: Place-Based Mitigation Language - CBDTP NEPA Reevaluation

**Date:** Thu, 23 May 2024 15:23:25 +0000

**Importance:** Normal

---

Thank you.

---

**From:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Sent:** Thursday, May 23, 2024 11:23 AM

**To:** Carry, William <WCarry@dot.nyc.gov>

**Cc:** Wanttaja, Ryan <RWanttaja@dot.nyc.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>

**Subject:** RE: Place-Based Mitigation Language - CBDTP NEPA Reevaluation

Hi Will - As mentioned to Deputy Mayor Joshi, the way communications/submissions have worked is that the project sponsors agree among themselves before sending anything to FHWA, and I send replies back to the 3 sponsors (you for NYCDOT). Having said this, I do have concerns with the proposed text in your message.

You mention you are meeting with the MTA today. If after that meeting, the NY sponsors want to discuss, let me know.

Rick

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**Sent:** Thursday, May 23, 2024 9:32 AM

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**Cc:** Wanttaja, Ryan <[RWanttaja@dot.nyc.gov](mailto:RWanttaja@dot.nyc.gov)>

**Subject:** Place-Based Mitigation Language - CBDTP NEPA Reevaluation

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

In my haste I also include the entire email chain with the MTA. Please disregard. My apologies. Below is a clean version.

---

**From:** Carry, William

**Sent:** Thursday, May 23, 2024 9:31 AM

**To:** Rick Marquis ([rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)) <[rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)>

**Cc:** Wanttaja, Ryan <[RWanttaja@dot.nyc.gov](mailto:RWanttaja@dot.nyc.gov)>

**Subject:** FW: Place-Based Mitigation Language - CBDTP NEPA Reevaluation

Hi Rick – following up on the conversation that you had with Deputy Mayor Joshi last evening, below is the language we are proposing for chapter 17 of the reevaluation. We are meeting with MTA today to discuss this further and Janno has also talked with Meera. We recognized that the issue of mitigations is a sensitive one. Please let me know your thoughts on this text. Thx.

To determine how the \$100M should be allocated across communities, the share of population in all affected tracts was used, as illustrated in **Table 17.13**. As discussed in further detail in this section, the funding allocation in Table 17.13 may be modified based on community feedback, the assessment of potential mitigation sites in each community,



and the feasibility of implementing mitigations at those sites. The value of investment in parks or a greenspaces or in electric charging infrastructure may also be split across two or more communities, reflecting that the benefit of these types of mitigations may accrue to more than one community.

\*\*\*\*\*  
\*\*\*\*\*

\*\*\*\*\*  
\*\*\*\*\*

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Thank you.

NYC – Department of Transportation

\*\*\*\*\*  
\*\*\*\*\*

**From:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**To:** "rick.marquis@dot.gov" <rick.marquis@dot.gov>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>

**Subject:** CBDTP Reevaluation

**Date:** Thu, 23 May 2024 23:07:12 +0000

**Importance:** Normal

**Attachments:** CBDTP\_FinalEARevaluation\_CvrLtr\_FIN\_5-23-24\_to\_FHWA.pdf

---

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Hi Rick,

On behalf of the three Project Co-Sponsors for the Central Business District Tolling Program, please see the attached transmittal letter. If you have any difficulty opening the link via the letter, the link to the documents is here as well: [2024-05-23 Re-Evaluation Resubmission](#).

We'd like to thank you and all your colleagues again for the ongoing support and guidance these past few years as we've worked to make this historic project a reality. We look forward to your response.

Best,  
Allison

**Allison L. C. de Cerreño, Ph.D.**  
**Chief Operating Officer**  
**MTA Bridges and Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)  
E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

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**From:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**To:** "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Crim, Stephen" <stephen.crim@mtabt.org>, "Friman, Paul" <pfriman@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, "Timoney, Caitlin" <Caitlin.Timoney@hdrinc.com>, "Oliva, Louis" <LOLIVA@mtahq.org>

**Subject:** Fwd: CBDTP Reevaluation

**Date:** Thu, 23 May 2024 23:27:45 +0000

**Importance:** Normal

**Attachments:** CBDTP\_FinalEARevaluation\_CvrLtr\_FIN\_5-23-24\_to\_FHWA.pdf

---

**CAUTION:** [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For the records

**Allison L. C. de Cerreño, Ph.D.**  
**Chief Operating Officer**  
**MTA Bridges and Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)  
E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

---

**From:** C. de Cerreno, Allison  
**Sent:** Thursday, May 23, 2024 7:07:12 PM  
**To:** rick.marquis@dot.gov <rick.marquis@dot.gov>  
**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Stephanie.Winkelhake@dot.ny.gov <Stephanie.Winkelhake@dot.ny.gov>; Beaton, Eric <ebeaton@dot.nyc.gov>  
**Subject:** CBDTP Reevaluation

Hi Rick,

On behalf of the three Project Co-Sponsors for the Central Business District Tolling Program, please see the attached transmittal letter. If you have any difficulty opening the link via the letter, the link to the documents is here as well: [2024-05-23 Re-Evaluation Resubmission](#).

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Best,  
Allison

**Allison L. C. de Cerreño, Ph.D.**  
**Chief Operating Officer**  
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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>

**Subject:** RE: CBDTP Reevaluation

**Date:** Thu, 23 May 2024 23:32:36 +0000

**Importance:** Normal

---

Hi Allison,

Received. Will contact you soon. Thank you.

Rick

---

**From:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

**Sent:** Thursday, May 23, 2024 7:07 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Stephanie.Winkelhake@dot.ny.gov; Beaton, Eric <ebeaton@dot.nyc.gov>

**Subject:** CBDTP Reevaluation

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Hi Rick,

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We'd like to thank you and all your colleagues again for the ongoing support and guidance these past few years as we've worked to make this historic project a reality. We look forward to your response.

Best,  
Allison

**Allison L. C. de Cerreño, Ph.D.**

**Chief Operating Officer**

**MTA Bridges and Tunnels**

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DOT\_0047290

**From:** "Houck, Ivory" <ivory.houck@mtabt.org>

**To:** "Phillips, Tanisa" <tanisa.phillips@mtabt.org>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**Subject:** RE: EJCG Prep Meetings

**Date:** Thu, 30 May 2024 20:42:17 +0000

**Importance:** Normal

**Inline-Images:** image001.gif

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Hi,

Please see below the list of names for the project sponsor prep and regarding the internal prep, Allison asked that you reach out to Nichola for those names.

Project Sponsor Prep

- William Carry NYC DOT, [WCarry@dot.nyc.gov](mailto:WCarry@dot.nyc.gov)  
Stephanie W NYS DOT, [Stephanie.Winkelhake@dot.ny.gov](mailto:Stephanie.Winkelhake@dot.ny.gov)  
Rick Marquis FHWA, [Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)  
Monica Pavlik, FHWA, [Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)

Thanks,

**Ivory Houck** | Administrative Coordinator

MTA Bridges and Tunnels

Office Of The President

2 Broadway, 23<sup>rd</sup> FL | NY, NY 10004

**Tel:** 646-252-7436

**Email:** [ivory.houck@mtabt.org](mailto:ivory.houck@mtabt.org)

---

**From:** Phillips, Tanisa <tanisa.phillips@mtabt.org>

**Sent:** Thursday, May 30, 2024 10:37 AM

**To:** Houck, Ivory <ivory.houck@mtabt.org>

**Subject:** RE: EJCG Prep Meetings

Ok no problem – thank you.

---

**From:** Houck, Ivory <[ivory.houck@mtabt.org](mailto:ivory.houck@mtabt.org)>

**Sent:** Thursday, May 30, 2024 10:16 AM

**To:** Phillips, Tanisa <[tanisa.phillips@mtabt.org](mailto:tanisa.phillips@mtabt.org)>

**Subject:** RE: EJCG Prep Meetings

I didn't receive any feedback as of yet. I'll circle back once I hear back.

Thanks,

**Ivory Houck** | Administrative Coordinator

MTA Bridges and Tunnels

Office Of The President

2 Broadway, 23<sup>rd</sup> FL | NY, NY 10004

**Tel:** 646-252-7436

**Email:** [ivory.houck@mtabt.org](mailto:ivory.houck@mtabt.org)

---

**From:** Phillips, Tanisa <[tanisa.phillips@mtabt.org](mailto:tanisa.phillips@mtabt.org)>

**Sent:** Thursday, May 30, 2024 10:03 AM

**To:** Houck, Ivory <[ivory.houck@mtabt.org](mailto:ivory.houck@mtabt.org)>

**Subject:** RE: EJCG Prep Meetings

Good morning Ivory,

Thank you for the update. Any confirmation on the aforementioned attendees list?

Best,  
Tanisa

---

**From:** Houck, Ivory <[ivory.houck@mtabt.org](mailto:ivory.houck@mtabt.org)>

**Sent:** Thursday, May 30, 2024 9:53 AM

**To:** Phillips, Tanisa <[tanisa.phillips@mtabt.org](mailto:tanisa.phillips@mtabt.org)>

**Subject:** RE: EJCG Prep Meetings

Good Morning,

There has been change in Allison's schedule since we last spoke, she is now has a conflict, Wednesday, June 5, at 10am. In place of 10am she can accommodate, Wednesday, June 5, 2:15pm.

Thanks,

**Ivory Houck** | Administrative Coordinator

MTA Bridges and Tunnels

Office Of The President

2 Broadway, 23<sup>rd</sup> FL | NY, NY 10004

**Tel:** 646-252-7436

**Email:** [ivory.houck@mtabt.org](mailto:ivory.houck@mtabt.org)

---

**From:** Houck, Ivory

**Sent:** Wednesday, May 29, 2024 4:24 PM

**To:** Phillips, Tanisa <[tanisa.phillips@mtabt.org](mailto:tanisa.phillips@mtabt.org)>

**Subject:** RE: EJCG Prep Meetings

Hi Tanisa,

Please kindly see Allison's availability below:

- Wednesday, June 5, ~~10am~~ **2:15pm**
- Thursday, June 6, 3pm
- Friday, June 7, 11:30am

Would these happen to be Teams or in person.

Thanks,

**Ivory Houck** | Administrative Coordinator

MTA Bridges and Tunnels

Office Of The President

2 Broadway, 23<sup>rd</sup> FL | NY, NY 10004

**Tel:** 646-252-7436

**Email:** [ivory.houck@mtabt.org](mailto:ivory.houck@mtabt.org)

---

**From:** Phillips, Tanisa <[tanisa.phillips@mtabt.org](mailto:tanisa.phillips@mtabt.org)>

**Sent:** Wednesday, May 29, 2024 4:16 PM

**To:** Houck, Ivory <[ivory.houck@mtabt.org](mailto:ivory.houck@mtabt.org)>

**Subject:** EJCG Prep Meetings

Hi Ivory,

Hope all is well. I would like to inquire about Allison's availability for two proposed meetings in preparation for the EJCG meetings.

**Internal Prep Meeting**

- Wednesday, June 5<sup>th</sup> (1 hr timeslot)
- Thursday, June 6<sup>th</sup> (1 hr timeslot)

**External Prep Meeting with Project Sponsors**

- Friday, June 7<sup>th</sup> (1 hr timeslot)

Thank you kindly.

Warm Regards,

Tanisa

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**From:** "Houck, Ivory" <ivory.houck@mtabt.org>

**To:** "Fogle, Angela (FHWA)" <Angela.Fogle@dot.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**Subject:** FHWA Reval Meeting - Today, May 31, at 4pm

**Date:** Fri, 31 May 2024 15:42:04 +0000

**Importance:** High

---

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Hello All,

I am in the process of arranging an **urgent meeting** for **today, May 31, at 4pm**. Please kindly confirm your attendance and the names of anyone that should attend.

Thanks,

**Ivory Houck** | Administrative Coordinator

MTA Bridges and Tunnels

Office Of The President

2 Broadway, 23<sup>rd</sup> FL | NY, NY 10004

**Tel:** 646-252-7436

**Email:** [ivory.houck@mtabt.org](mailto:ivory.houck@mtabt.org)

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**From:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**To:** "rick.marquis@dot.gov" <rick.marquis@dot.gov>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>

**Subject:** CBDTP Final Re-evaluation document

**Date:** Mon, 03 Jun 2024 17:29:07 +0000

**Importance:** High

---

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Hi Rick,

On behalf of the three Project Co-Sponsors for the Central Business District Tolling Program, I want to let you know that we made a few minor changes to the reevaluation document. The finalized document is in the [2024-05-23 Re-Evaluation Resubmission](#) folder, as before. However, so we are all clear on exactly what document we're submitting for review, you will find a set of documents with "06-03-24" in the file names.

We'd like to thank you and all your colleagues again for the ongoing support and guidance these past few years as we've worked to make this historic project a reality. We look forward to your response.

Best,  
Allison

**Allison L. C. de Cerreño, Ph.D.**

**Chief Operating Officer**

**MTA Bridges and Tunnels**

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T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)

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**From:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>

**Cc:** "Lewis, Michael" <michael.lewis@hdrinc.com>, "Timoney, Caitlin" <Caitlin.Timoney@hdrinc.com>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Friman, Paul" <pfriman@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, Elizabeth Knauer <eknauer@sprlaw.com>, "Mark Chertok" <mchertok@sprlaw.com>

**Subject:** FW: CBDTP Final Re-evaluation document

**Date:** Mon, 03 Jun 2024 17:29:51 +0000

**Importance:** High

---

See below for the Sharepoint record, please.

---

**From:** C. de Cerreno, Allison

**Sent:** Monday, June 3, 2024 1:29 PM

**To:** rick.marquis@dot.gov

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Stephanie.Winkelhake@dot.ny.gov; Beaton, Eric <ebeaton@dot.nyc.gov>

**Subject:** CBDTP Final Re-evaluation document

**Importance:** High

Hi Rick,

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Allison

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**Chief Operating Officer**

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E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "Santiago, Damaris (FHWA)" <Damaris.Santiago@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Subject:** Re: CBDTP Final Re-evaluation document

**Date:** Mon, 03 Jun 2024 17:33:54 +0000

**Importance:** Normal

---

Thank you Allison and all. Received. I will touch base with you soon.

Rick

---

**From:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

**Sent:** Monday, June 3, 2024 1:29 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Stephanie.Winkelhake@dot.ny.gov <Stephanie.Winkelhake@dot.ny.gov>; Beaton, Eric <ebeaton@dot.nyc.gov>

**Subject:** CBDTP Final Re-evaluation document

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Best,  
Allison

**Allison L. C. de Cerreño, Ph.D.**

**Chief Operating Officer**

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**From:** "Crim, Stephen" <stephen.crim@mtabt.org>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>, "Friman, Paul" <pfriman@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Houck, Ivory" <ivory.houck@mtabt.org>

**Subject:** 06/04/24 CBDTP Reevaluation Meeting

**Date:** Mon, 03 Jun 2024 18:21:19 +0000

**Importance:** Normal

---

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Dear Rick, Monica, and Anna:

Good afternoon! We do not have agenda items for our regularly scheduled 2pm Eastern meeting tomorrow, 06/04/24. Do you have items you'd like to discuss or may we cancel?

With Thanks,

**Stephen Crim**  
**Director, Policy & Analytical Reporting**  
**CBD Tolling Program, MTA Bridges & Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: 646-252-7045  
C: 347-918-6351  
E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Crim, Stephen" <stephen.crim@mtabt.org>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, "Elizabeth Knauer" <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>, "Friman, Paul" <pfriman@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Houck, Ivory" <ivory.houck@mtabt.org>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "Santiago, Damaris (FHWA)" <Damaris.Santiago@dot.gov>

**Subject:** RE: 06/04/24 CBDTP Reevaluation Meeting

**Date:** Mon, 03 Jun 2024 18:27:31 +0000

**Importance:** Normal

---

Hello Stephen,

We do not have anything either and good with the cancelling. Please know we appreciate meeting this past Friday.

Rick

Richard J. Marquis  
Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

---

**From:** Crim, Stephen <stephen.crim@mtabt.org>

**Sent:** Monday, June 3, 2024 2:21 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Robinson, Zulema <ZRobinson@mtabt.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>; Friman, Paul <pfriman@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Houck, Ivory <ivory.houck@mtabt.org>

**Subject:** 06/04/24 CBDTP Reevaluation Meeting

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick, Monica, and Anna:

Good afternoon! We do not have agenda items for our regularly scheduled 2pm Eastern meeting tomorrow, 06/04/24. Do you have items you'd like to discuss or may we cancel?

With Thanks,

DOT\_0047300

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: 646-252-7045

C: 347-918-6351

E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "Crim, Stephen" <stephen.crim@mtabt.org>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, Mark Chertok <mchertok@sprlaw.com>, "Friman, Paul" <pfriman@mtabt.org>, "Oliva, Louis" <LOLIVA@mtahq.org>, "Houck, Ivory" <ivory.houck@mtabt.org>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "Santiago, Damaris (FHWA)" <Damaris.Santiago@dot.gov>

**Subject:** RE: 06/04/24 CBDTP Reevaluation Meeting

**Date:** Mon, 03 Jun 2024 18:40:02 +0000

**Importance:** Normal

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Rick:

Thank you! Have a great week.

Best,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

---

**From:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Sent:** Monday, June 3, 2024 2:28 PM

**To:** Crim, Stephen <stephen.crim@mtabt.org>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Robinson, Zulema <ZRobinson@mtabt.org>; Elizabeth Knauer <eknauer@sprlaw.com>; Mark Chertok <mchertok@sprlaw.com>; Friman, Paul <pfriman@mtabt.org>; Oliva, Louis <LOLIVA@mtahq.org>; Houck, Ivory <ivory.houck@mtabt.org>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Santiago, Damaris (FHWA) <Damaris.Santiago@dot.gov>

**Subject:** RE: 06/04/24 CBDTP Reevaluation Meeting

Hello Stephen,

We do not have anything either and good with the cancelling. Please know we appreciate meeting this past Friday.

Rick

Richard J. Marquis

Division Administrator

U.S. DOT/Federal Highway Administration, New York Division

11A Clinton Avenue, Suite 719

Albany, NY 12207

DOT\_0047302

Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)

Ph: 518.431.8897

Cell: 617.413.6675

PageID: 9497

---

**From:** Crim, Stephen <[stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)>

**Sent:** Monday, June 3, 2024 2:21 PM

**To:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>; Pavlik, Monica (FHWA) <[Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)>; Price, Anna (FHWA) <[anna.price@dot.gov](mailto:anna.price@dot.gov)>

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**Subject:** 06/04/24 CBDTP Reevaluation Meeting

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With Thanks,

**Stephen Crim**

**Director, Policy & Analytical Reporting**

**CBD Tolling Program, MTA Bridges & Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

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**From:** "Rotsko, Nathanael" <nathanael.rotsko@mtabt.org>

**To:** "Carry, William" <WCarry@dot.nyc.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>" <Monica.Pavlik@dot.gov>

**Cc:** "Phillips, Tanisa" <tanisa.phillips@mtabt.org>, "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Friman, Paul" <pfriman@mtabt.org>

**Subject:** CBDTP Project Sponsors - Environmental Justice Community Group (EJCG) Meeting

**Date:** Mon, 03 Jun 2024 22:32:47 +0000

**Importance:** Normal

---

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Hello Project Sponsors,

Reaching out to inform you that we are preparing for the next Environmental Justice Community Group meeting, which will be held the second week of June. In advance of that meeting, we'd like to invite you to a prep meeting to review the presentation materials.

Please let me know by **EOD Wednesday (6/5)** if you or a representative are available at the following time:

- Friday (6/7) from 11:30am to 12:30pm

An invite to the official EJCG meeting will be sent by the end of the week. Thank you for your continued participation.

Best regards,  
Nathanael

Nathanael Rotsko

Acting Director, Strategy and Stakeholder Engagement  
MTA Bridges & Tunnels - ITS & Tolling Department  
2 Broadway, 23rd Floor, New York, NY 10004

Desk: 646-252-7831 (except Wednesdays)  
Cell: 929-536-0931

[Call me on Teams!](#)

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "Santiago, Damaris (FHWA)" <Damaris.Santiago@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Subject:** RE: CBDTP Final Re-evaluation document

**Date:** Tue, 04 Jun 2024 13:10:12 +0000

**Importance:** Normal

---

Hello Allison,

We would like one final rewrite on page 103 in the Highway Link Analysis section. We trust you will understand the section to replace, but let me know if it is not clear.

Rewrite as follows:

Based on the screening analyses, it was determined that the Project is not a project of air quality concern as defined in 40 CFR 93.123(b) (1). Despite not being a project of air quality concern, consultation with the interagency consultation group (ICG) occurred. In addition to the consultation with ICG the community expressed concerns, therefore, particulate matter hot spot analyses were conducted on highway segments at three locations which represented the worst-case conditions. These worst case conditions represented the largest increases in truck traffic and highest AADT.

Could you confirm this rewrite and send us a new final document please, as soon as possible.

Thank you,  
Rick

Richard J. Marquis  
Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

---

**From:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Sent:** Monday, June 3, 2024 1:34 PM

**To:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Stephanie.Winkelhake@dot.ny.gov; Beaton, Eric <ebeaton@dot.nyc.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Santiago, Damaris (FHWA) <Damaris.Santiago@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Subject:** Re: CBDTP Final Re-evaluation document

Thank you Allison and all. Received. I will touch base with you soon.

Rick

**From:** C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>

**Sent:** Monday, June 3, 2024 1:29 PM

**To:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>

**Cc:** Pavlik, Monica (FHWA) <[Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)>; [Stephanie.Winkelhake@dot.ny.gov](mailto:Stephanie.Winkelhake@dot.ny.gov)  
<[Stephanie.Winkelhake@dot.ny.gov](mailto:Stephanie.Winkelhake@dot.ny.gov)>; Beaton, Eric <[ebeaton@dot.nyc.gov](mailto:ebeaton@dot.nyc.gov)>

**Subject:** CBDTP Final Re-evaluation document

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Hi Rick,

On behalf of the three Project Co-Sponsors for the Central Business District Tolling Program, I want to let you know that we made a few minor changes to the reevaluation document. The finalized document is in the [2024-05-23 Re-Evaluation Resubmission](#) folder, as before. However, so we are all clear on exactly what document we're submitting for review, you will find a set of documents with "06-03-24" in the file names.

We'd like to thank you and all your colleagues again for the ongoing support and guidance these past few years as we've worked to make this historic project a reality. We look forward to your response.

Best,  
Allison

**Allison L. C. de Cerreño, Ph.D.**

**Chief Operating Officer**

**MTA Bridges and Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)

E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Subject:** FW: CBDTP Project Sponsors - Environmental Justice Community Group (EJCG) Meeting

**Date:** Tue, 04 Jun 2024 14:06:53 +0000

**Importance:** Normal

---

Rick and Anna,

I will not be able to make this meeting. Will either of you be able to attend?

Anna, you're starting your rotation on the 17<sup>th</sup> right? I will be back in July.

Thank you,

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

---

**From:** Rotsko, Nathanael <nathanael.rotsko@mtabt.org>

**Sent:** Monday, June 3, 2024 4:33 PM

**To:** Carry, William <WCarry@dot.nyc.gov>; Stephanie.Winkelhake@dot.ny.gov; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>

**Cc:** Phillips, Tanisa <tanisa.phillips@mtabt.org>; C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Friman, Paul <pfriman@mtabt.org>

**Subject:** CBDTP Project Sponsors - Environmental Justice Community Group (EJCG) Meeting

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Please let me know by **EOD Wednesday (6/5)** if you or a representative are available at the following time:

- Friday (6/7) from 11:30am to 12:30pm

An invite to the official EJCG meeting will be sent by the end of the week. Thank you for your continued participation.

Best regards,  
Nathanael

Nathanael Rotsko

Acting Director, Strategy and Stakeholder Engagement

MTA Bridges & Tunnels - ITS & Tolling Department  
2 Broadway, 23rd Floor, New York, NY 10004

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**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "Santiago, Damaris (FHWA)" <Damaris.Santiago@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Subject:** Re: CBDTP Final Re-evaluation document

**Date:** Tue, 04 Jun 2024 14:38:29 +0000

**Importance:** Normal

---

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Received

**Allison L. C. de Cerreño, Ph.D.**  
**Chief Operating Officer**  
**MTA Bridges and Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: 646-252-7750 • M: 646-899-3735  
E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

---

**From:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Sent:** Tuesday, June 4, 2024 9:10:12 AM

**To:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Stephanie.Winkelhake@dot.ny.gov <Stephanie.Winkelhake@dot.ny.gov>; Beaton, Eric <ebeaton@dot.nyc.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Santiago, Damaris (FHWA) <Damaris.Santiago@dot.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

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Thank you,  
Rick

Richard J. Marquis

DOT\_0047309



Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
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**Sent:** Monday, June 3, 2024 1:34 PM  
**To:** C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>  
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**Subject:** Re: CBDTP Final Re-evaluation document

Thank you Allison and all. Received. I will touch base with you soon.

Rick

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**Cc:** Pavlik, Monica (FHWA) <[Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)>; Stephanie.Winkelhake@dot.ny.gov <[Stephanie.Winkelhake@dot.ny.gov](mailto:Stephanie.Winkelhake@dot.ny.gov)>; Beaton, Eric <[ebeaton@dot.nyc.gov](mailto:ebeaton@dot.nyc.gov)>  
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We'd like to thank you and all your colleagues again for the ongoing support and guidance these past few years as we've worked to make this historic project a reality. We look forward to your response.

Best,  
Allison

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Chief Operating Officer  
MTA Bridges and Tunnels  
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**Subject:** RE: CBDTP Project Sponsors - Environmental Justice Community Group (EJCG) Meeting

**Date:** Tue, 04 Jun 2024 14:38:41 +0000

**Importance:** Normal

---

Nathanael,

I will be able to attend.

Thank you,

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

---

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**Sent:** Monday, June 3, 2024 4:33 PM

**To:** Carry, William <WCarry@dot.nyc.gov>; Stephanie.Winkelhake@dot.ny.gov; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>; Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>

**Cc:** Phillips, Tanisa <tanisa.phillips@mtabt.org>; C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Friman, Paul <pfriman@mtabt.org>

**Subject:** CBDTP Project Sponsors - Environmental Justice Community Group (EJCG) Meeting

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Best regards,  
Nathanael

Nathanael Rotsko

DOT\_0047312

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**From:** "Rotsko, Nathanael" <nathanael.rotsko@mtabt.org>

**To:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Carry, William" <WCarry@dot.nyc.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Cc:** "Phillips, Tanisa" <tanisa.phillips@mtabt.org>, "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Friman, Paul" <pfriman@mtabt.org>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Subject:** RE: CBDTP Project Sponsors - Environmental Justice Community Group (EJCG) Meeting

**Date:** Tue, 04 Jun 2024 14:55:53 +0000

**Importance:** Normal

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thank you Monica. Noting that you will attend.

---

**From:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>

**Sent:** Tuesday, June 4, 2024 10:39 AM

**To:** Rotsko, Nathanael <nathanael.rotsko@mtabt.org>; Carry, William <WCarry@dot.nyc.gov>; Stephanie.Winkelhake@dot.ny.gov; Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Cc:** Phillips, Tanisa <tanisa.phillips@mtabt.org>; C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>; Angel, Nichola <nangel@mtabt.org>; Friman, Paul <pfriman@mtabt.org>; Price, Anna (FHWA) <anna.price@dot.gov>

**Subject:** RE: CBDTP Project Sponsors - Environmental Justice Community Group (EJCG) Meeting

Nathanael,

I will be able to attend.

Thank you,

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

---

**From:** Rotsko, Nathanael <[nathanael.rotsko@mtabt.org](mailto:nathanael.rotsko@mtabt.org)>

**Sent:** Monday, June 3, 2024 4:33 PM

**To:** Carry, William <[WCarry@dot.nyc.gov](mailto:WCarry@dot.nyc.gov)>; [Stephanie.Winkelhake@dot.ny.gov](mailto:Stephanie.Winkelhake@dot.ny.gov); Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>; Pavlik, Monica (FHWA) <[Monica.Pavlik@dot.gov](mailto:Monica.Pavlik@dot.gov)>

**Cc:** Phillips, Tanisa <[tanisa.phillips@mtabt.org](mailto:tanisa.phillips@mtabt.org)>; C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>; Angel, Nichola <[nangel@mtabt.org](mailto:nangel@mtabt.org)>; Friman, Paul <[pfriman@mtabt.org](mailto:pfriman@mtabt.org)>

**Subject:** CBDTP Project Sponsors - Environmental Justice Community Group (EJCG) Meeting

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Project Sponsors,

Reaching out to inform you that we are preparing for the next Environmental Justice Community Group meeting, which will be held the second week of June. In advance of that meeting, we'd like to invite you to a prep meeting to review the presentation materials.

Please let me know by **EOD Wednesday (6/5)** if you or a representative are available at the following time:

- Friday (6/7) from 11:30am to 12:30pm

An invite to the official EJCG meeting will be sent by the end of the week. Thank you for your continued participation.

Best regards,  
Nathanael

Nathanael Rotsko

Acting Director, Strategy and Stakeholder Engagement  
MTA Bridges & Tunnels ITS & Tolling Department  
2 Broadway, 23rd Floor, New York, NY 10004

Desk: 646-252-7831 (except Wednesdays)  
Cell: 929 536 0931

[Call me on Teams!](#)

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**From:** "Crim, Stephen" <stephen.crim@mtabt.org>

**To:** "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "C. de Cerreno, Allison" <allison.cdcerreno@mtahq.org>, "Angel, Nichola" <nangel@mtabt.org>, "Robinson, Zulema" <ZRobinson@mtabt.org>, Elizabeth Knauer <eknauer@sprlaw.com>, "Friman, Paul" <pfriman@mtabt.org>, Mark Chertok <mchertok@sprlaw.com>, "Oliva, Louis" <LOLIVA@mtahq.org>

**Subject:** Request for Minor Text Change

**Date:** Tue, 04 Jun 2024 15:57:52 +0000

**Importance:** Normal

---

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear All:

I just spoke with Monica about the text edit that we received. May we modify the punctuation, as highlighted in **red, bold font** below? In the second sentence, we propose adding a comma after "ICG" and changing the comma after "concerns" to a semicolon.

Based on the screening analyses, it was determined that the Project is not a project of air quality concern as defined in 40 CFR 93.123(b) (1). Despite not being a project of air quality concern, consultation with the interagency consultation group (ICG) occurred. In addition to the consultation with ICG, the community expressed concerns; therefore, particulate matter hot spot analyses were conducted on highway segments at three locations which represented the worst-case conditions. These worst case conditions represented the largest increases in truck traffic and highest AADT.

With Thanks,

**Stephen Crim**  
**Director, Policy & Analytical Reporting**  
**CBD Tolling Program, MTA Bridges & Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: 646-252-7045  
C: 347-918-6351  
E: [stephen.crim@mtabt.org](mailto:stephen.crim@mtabt.org)

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**From:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**To:** "rick.marquis@dot.gov" <rick.marquis@dot.gov>

**Cc:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>

**Subject:** CBDTP Final Re-evaluation document

**Date:** Tue, 04 Jun 2024 19:26:19 +0000

**Importance:** Normal

---

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Rick,

On behalf of the three Project Co-Sponsors for the Central Business District Tolling Program, I want to let you know that we made a minor change to the reevaluation document. The finalized document is in the [2024-05-23 Re-Evaluation Resubmission](#) folder, as before. However, so we are all clear on exactly what document we're submitting for review, you will find a set of documents with "06-04-24" in the file names.

We'd like to thank you and all your colleagues again for the ongoing support and guidance these past few years as we've worked to make this historic project a reality. We look forward to your response.

-Allison

**Allison L. C. de Cerreño, Ph.D.**

**Chief Operating Officer**

**MTA Bridges and Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)

E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

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**From:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**To:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Cc:** "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>

**Subject:** RE: CBDTP Final Re-evaluation document

**Date:** Tue, 04 Jun 2024 19:29:08 +0000

**Importance:** Normal

---

Thank you, Allison. Received.

Monica Pavlik

Acting South Dakota Deputy Division Administrator  
12300 W. Dakota Ave Suite 180  
Lakewood, CO 80228  
office - (720) 963-3012  
fax - (720) 963-3001

---

**From:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

**Sent:** Tuesday, June 4, 2024 1:26 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Cc:** Pavlik, Monica (FHWA) <Monica.Pavlik@dot.gov>; Stephanie.Winkelhake@dot.ny.gov; Beaton, Eric <ebeaton@dot.nyc.gov>

**Subject:** CBDTP Final Re-evaluation document

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Rick,

On behalf of the three Project Co-Sponsors for the Central Business District Tolling Program, I want to let you know that we made a minor change to the reevaluation document. The finalized document is in the [2024-05-23 Re-Evaluation Resubmission](#) folder, as before. However, so we are all clear on exactly what document we're submitting for review, you will find a set of documents with "06-04-24" in the file names.

We'd like to thank you and all your colleagues again for the ongoing support and guidance these past few years as we've worked to make this historic project a reality. We look forward to your response.

-Allison

**Allison L. C. de Cerreño, Ph.D.**

**Chief Operating Officer**

**MTA Bridges and Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)

E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

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**From:** "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>

**To:** "gautam.mani@dot.gov" <gautam.mani@dot.gov>

**Cc:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>

**Subject:** FW: Conformity/Congestion Pricing

**Date:** Wed, 05 Jun 2024 17:26:00 +0000

**Importance:** High

**Inline-Images:** image001.jpg; image002.jpg

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Gautam,

Would you have any thoughts on how we should handle this?

Thanks,

Carl

**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



**From:** Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>

**Cc:** Levine, Adam (DOT) <Adam.Levine@dot.ny.gov>; Bogacz, Gerry (DOT) <Gerry.Bogacz@dot.ny.gov>; AIYEDUN, AFOLABI T (DOT) <AFOLABI.AIYEDUN@dot.ny.gov>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTc.org](http://www.NYMTc.org)



**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Bobba, Corey (FHWA)" <Corey.Bobba@dot.gov>

**Cc:** "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>, "Knopp, Martin (FHWA)" <Martin.Knopp@dot.gov>, "Nelson, Thomas (FHWA)" <thomas.nelson@dot.gov>

**Subject:** RE: Update on NYC Congestion Pricing Actions

**Date:** Wed, 05 Jun 2024 17:34:26 +0000

**Importance:** Normal

---

Here is a link to the Governor's press event remarks, if you wanted to also include.

<https://youtu.be/kRVEYLjYBcg>

---

**From:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Sent:** Wednesday, June 5, 2024 8:42 AM

**To:** Bobba, Corey (FHWA) <Corey.Bobba@dot.gov>

**Cc:** Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>; Knopp, Martin (FHWA) <Martin.Knopp@dot.gov>; Nelson, Thomas (FHWA) <thomas.nelson@dot.gov>

**Subject:** Re: Update on NYC Congestion Pricing Actions

Thank you Corey.

---

**From:** Bobba, Corey (FHWA) <[Corey.Bobba@dot.gov](mailto:Corey.Bobba@dot.gov)>

**Sent:** Wednesday, June 5, 2024 8:32:55 AM

**To:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>

**Cc:** Vaughn-Fair, Sharon (FHWA) <[Sharon.Vaughn-Fair@dot.gov](mailto:Sharon.Vaughn-Fair@dot.gov)>; Biondi, Emily (FHWA) <[Emily.Biondi@dot.gov](mailto:Emily.Biondi@dot.gov)>; Knopp, Martin (FHWA) <[Martin.Knopp@dot.gov](mailto:Martin.Knopp@dot.gov)>; Nelson, Thomas (FHWA) <[thomas.nelson@dot.gov](mailto:thomas.nelson@dot.gov)>

**Subject:** RE: Update on NYC Congestion Pricing Actions

Thank you Rick. I updated the meeting appointment with the materials. I also included the NYT Article you shared.

---

**From:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>

**Sent:** Monday, June 3, 2024 12:15 PM

**To:** Bobba, Corey (FHWA) <[Corey.Bobba@dot.gov](mailto:Corey.Bobba@dot.gov)>

**Cc:** Vaughn-Fair, Sharon (FHWA) <[Sharon.Vaughn-Fair@dot.gov](mailto:Sharon.Vaughn-Fair@dot.gov)>; Biondi, Emily (FHWA) <[Emily.Biondi@dot.gov](mailto:Emily.Biondi@dot.gov)>; Knopp, Martin (FHWA) <[Martin.Knopp@dot.gov](mailto:Martin.Knopp@dot.gov)>; Nelson, Thomas (FHWA) <[thomas.nelson@dot.gov](mailto:thomas.nelson@dot.gov)>

**Subject:** RE: Update on NYC Congestion Pricing Actions

Hello Corey,

Attached are read ahead materials that have been reviewed by FLSN/HCC, HEP, HOP, and DFSN. Please attach to the meeting appointment or share as appropriate.

Thank you,  
Rick

Richard J. Marquis  
Division Administrator

DOT\_0047321

U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

-----Original Appointment-----

**From:** Bhatt, Shailen (FHWA) <[shailen.bhatt@dot.gov](mailto:shailen.bhatt@dot.gov)>

**Sent:** Wednesday, May 22, 2024 12:38 PM

**To:** Bhatt, Shailen (FHWA); White, Kristin (FHWA); Shepherd, Gloria (FHWA); Benjamin, Randall (FHWA); Butler, Ayanna (FHWA); Gates, Angela (FHWA); Fleury, Nicole (FHWA); Vaughn-Fair, Sharon (FHWA); Biondi, Emily (FHWA); Santiago, Damaris (FHWA); Knopp, Martin (FHWA); Nelson, Thomas (FHWA); Marquis, Rick (FHWA); Rusnak, Allison (FHWA); Hines, LaToya (FHWA); Stillson, Dan (FHWA); Bobba, Corey (FHWA); Singer, Nancy (FHWA); Harkins, Michael (FHWA)

**Subject:** Update on NYC Congestion Pricing Actions

**When:** Thursday, June 6, 2024 1:00 PM-1:30 PM (UTC-05:00) Eastern Time (US & Canada).

**Where:** Microsoft Teams Meeting

**Purpose:** Update on NYC congestion pricing actions (re-evaluation and VPPP tolling agreement)

**POC:** Rick

---

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Passcode: 9PVNv5

---

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For organizers: [Meeting options](#) | [Reset dial in PIN](#)



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**From:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>

**To:** "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Tran, Hiep" <Tran.Hiep@epa.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>

**Cc:** "Delano, Stephanie L (DOT)" <Stephanie.Delano@dot.ny.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>

**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Wed, 05 Jun 2024 17:55:53 +0000

**Importance:** High

**Inline-Images:** image001.jpg; image002.jpg

---

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NYS Interagency Consultation Group for air quality conformity,

Please see email below from NYMTC.

Governor Hochul has just announced an indefinite pause to the MTA's congestion pricing program. NYMTC's 2024 Draft Transportation Conformity Determination, which is completed and has already gone through the public review process, includes the Congestion Pricing program and was slated to be adopted at their June 20<sup>th</sup> PFAC meeting. How should NYMTC proceed?

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>

**Cc:** Levine, Adam (DOT) <Adam.Levine@dot.ny.gov>; Bogacz, Gerry (DOT) <Gerry.Bogacz@dot.ny.gov>; AIYEDUN, AFOLABI T (DOT) <AFOLABI.AIYEDUN@dot.ny.gov>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,

DOT\_0047324

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)





**From:** "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>

**To:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Tran, Hiep" <Tran.Hiep@epa.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>

**Cc:** "Delano, Stephanie L (DOT)" <Stephanie.Delano@dot.ny.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Wed, 05 Jun 2024 18:42:23 +0000

**Importance:** Normal

**Inline-Images:** image003.png; image004.jpg; image005.jpg

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I believe that this brings up at least a few questions and a call to discuss may be useful.

Can more information on how congestion pricing was included and to what extent it can be assessed in the modeling be highlighted in the meantime or on a call?

Best Regards,  
Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers

Chief, Mobile Source & Climate Change Planning

Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**

625 Broadway, Albany, NY 12233-3251

P: (518) 402-8396 | F: (518) 402-9035 | [ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)



Department of  
Environmental  
Conservation



---

**From:** Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>

**Sent:** Wednesday, June 5, 2024 1:56 PM

**To:** gautam.mani@dot.gov; Daniel.moser@dot.gov; Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black.lily@epa.gov; Tran, Hiep <Tran.Hiep@epa.gov>; laurita.matthew@epa.gov

**Cc:** Delano, Stephanie L (DOT) <Stephanie.Delano@dot.ny.gov>; Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>

**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation

**Importance:** High

NYS Interagency Consultation Group for air quality conformity,

DOT\_0047326

Please see email below from NYMTC.

Governor Hochul has just announced an indefinite pause to the MTA's congestion pricing program. NYMTC's 2024 Draft Transportation Conformity Determination, which is completed and has already gone through the public review process, includes the Congestion Pricing program and was slated to be adopted at their June 20<sup>th</sup> PFAC meeting. How should NYMTC proceed?

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Neerackal, George (DOT)

<[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN, AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks.

We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>

**To:** "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Tran, Hiep" <Tran.Hiep@epa.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>, "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>

**Cc:** "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Wed, 05 Jun 2024 19:06:32 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.png; image003.jpg; image004.jpg

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+ Mark Maglienti

All (including Mark) - Should we try to schedule a separate call, or should we discuss this on the regularly scheduled 6/12 ICG call? It looks like Gautam will be out of the office until Monday 6/10.

Mark – Can you answer Ona's question?

Thanks,

Carl

**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>

**Sent:** Wednesday, June 5, 2024 2:42 PM

**To:** Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; gautam.mani@dot.gov; Daniel.moser@dot.gov; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black.lily@epa.gov; Tran, Hiep <Tran.Hiep@epa.gov>; laurita.matthew@epa.gov

**Cc:** Delano, Stephanie L (DOT) <Stephanie.Delano@dot.ny.gov>; Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

I believe that this brings up at least a few questions and a call to discuss may be useful.  
Can more information on how congestion pricing was included and to what extent it can be assessed in the modeling be highlighted in the meantime or on a call?

Best Regards,  
Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers  
Chief, Mobile Source & Climate Change Planning  
Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**

625 Broadway, Albany, NY 12233-3251  
P: (518) 402-8396 | F: (518) 402-9035 | [ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)



---

**From:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>  
**Sent:** Wednesday, June 5, 2024 1:56 PM  
**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)  
**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation  
**Importance:** High

NYS Interagency Consultation Group for air quality conformity,

Please see email below from NYMTC.

Governor Hochul has just announced an indefinite pause to the MTA's congestion pricing program. NYMTC's 2024 Draft Transportation Conformity Determination, which is completed and has already gone through the public review process, includes the Congestion Pricing program and was slated to be adopted at their June 20<sup>th</sup> PFAC meeting. How should NYMTC proceed?

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232  
(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)  
[www.dot.ny.gov](http://www.dot.ny.gov)



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**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN, AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

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We are available to join a call at any time - just let us know.

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**Mark Maglienti**

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[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Price, Anna (FHWA)" <anna.price@dot.gov>

**To:** "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>

**Cc:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>, "Mani, Gautam (FHWA)" <gautam.mani@dot.gov>

**Subject:** RE: Conformity/Congestion Pricing

**Date:** Wed, 05 Jun 2024 19:10:31 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.jpg

---

Hi Carl-

I am in Buffalo at the moment. Gautam is also out of the office.  
Can we wait until next week to discuss how to proceed?

Thank you  
Anna

---

**From:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>

**Sent:** Wednesday, June 5, 2024 1:28 PM

**To:** Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Mani, Gautam (FHWA) <gautam.mani@dot.gov>

**Subject:** RE: Conformity/Congestion Pricing

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Hi Anna,

I see Gautam is out for training. Could you please see below and let us know if you have any thoughts?

Thanks,

Carl

**Carl Kochersberger**

Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)

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---

**From:** Kochersberger, Carl R. (DOT)

**Sent:** Wednesday, June 5, 2024 1:26 PM

To: [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)

Cc: Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

Subject: FW: Conformity/Congestion Pricing

Importance: High

Hi Gautam,

Would you have any thoughts on how we should handle this?

Thanks,

Carl

**Carl Kochersberger**

Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

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AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,

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**From:** "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>

**To:** "anna.price@dot.gov" <anna.price@dot.gov>

**Cc:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>

**Subject:** RE: Conformity/Congestion Pricing

**Date:** Wed, 05 Jun 2024 19:14:02 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.jpg

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Thanks Anna,

I think we'll have to wait. I wish I was in Buffalo (it's my home town)!

Thanks again,

Carl

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[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Price, Anna (FHWA) <anna.price@dot.gov>

**Sent:** Wednesday, June 5, 2024 3:11 PM

**To:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>

**Cc:** Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; gautam.mani@dot.gov

**Subject:** RE: Conformity/Congestion Pricing

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Hi Carl-

I am in Buffalo at the moment. Gautam is also out of the office.  
Can we wait until next week to discuss how to proceed?

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**Subject:** RE: Conformity/Congestion Pricing

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**Subject:** FW: Conformity/Congestion Pricing

**Importance:** High

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Environmental Specialist 3

**New York State Department of Transportation,  
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**Importance:** High

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**New York Metropolitan Transportation Council**

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[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Rotsko, Nathanael" <nathanael.rotsko@mtabt.org>

**To:** "Carry, William" <WCarry@dot.nyc.gov>, "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>" <Rick.Marquis@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>" <Monica.Pavlik@dot.gov>, "Smith, Patrick" <psmith@dot.nyc.gov>

**Cc:** "Phillips, Tanisa" <tanisa.phillips@mtabt.org>, "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>, "Friman, Paul" <pfriman@mtabt.org>

**Subject:** Postponement of Environmental Justice Community Group Meeting

**Date:** Wed, 05 Jun 2024 20:24:44 +0000

**Importance:** Normal

---

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Hello Project Sponsors,

I'd like to start by thanking you all for your ongoing participation in the Environmental Justice Community Group and the Central Business District Tolling Program. Following directives issued by the Governor, the MTA is postponing next week's EJCG meeting until further notice. As such, we will no longer need a prep meeting this Friday.

If you have any question, please reach out and I will do my best to answer them.

Best regards,  
Nathanael

Nathanael Rotsko

Acting Director, Strategy and Stakeholder Engagement  
MTA Bridges & Tunnels - ITS & Tolling Department  
2 Broadway, 23rd Floor, New York, NY 10004

Desk: 646-252-7831 (except Wednesdays)  
Cell: 929-536-0931

[Call me on Teams!](#)

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**From:** "Mani, Gautam (FHWA)" <gautam.mani@dot.gov>

**To:** "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>

**Cc:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>

**Subject:** RE: Conformity/Congestion Pricing

**Date:** Wed, 05 Jun 2024 21:14:00 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.jpg

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Thanks Carl and Anna! Yes, if we can use our scheduled ICG call next Wednesday to address this (as you proposed in the separate thread), I think that would work best for all and give me enough time to pull together accurate information. Maybe the "orphan area" MPOs do not need to attend in that case, as there aren't really pressing issues in those areas.

One thing I would **strongly advise** is that, in the meantime, NYMTC proceed with **posting its conformity determination document and resolution as is** with the PFAC materials for 6/20. I recognize that the document has already gone through public comment, but NYMTC's two week notice period for PFAC meetings would start tomorrow.

Thank you,  
Gautam

Gautam Mani, AICP  
Senior Community Planner  
FHWA NY Division  
(518) 431-8860  
[Gautam.mani@dot.gov](mailto:Gautam.mani@dot.gov)

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**Subject:** RE: Conformity/Congestion Pricing

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Environmental Specialist 3

**New York State Department of Transportation,**

**Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)[www.dot.ny.gov](http://www.dot.ny.gov)**From:** Price, Anna (FHWA) <[anna.price@dot.gov](mailto:anna.price@dot.gov)>**Sent:** Wednesday, June 5, 2024 3:11 PM**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>**Cc:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)**Subject:** RE: Conformity/Congestion Pricing

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**From:** Kochersberger, Carl R. (DOT)  
**Sent:** Wednesday, June 5, 2024 1:26 PM  
**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)  
**Cc:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>  
**Subject:** FW: Conformity/Congestion Pricing  
**Importance:** High

Hi Gautam,

Would you have any thoughts on how we should handle this?

Thanks,

Carl

**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232  
518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)  
[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>  
**Sent:** Wednesday, June 5, 2024 1:24 PM  
**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>  
**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN, AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>  
**Subject:** Conformity/Congestion Pricing  
**Importance:** High

Carl/George,

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark



**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)[www.NYMTc.org](http://www.NYMTc.org)

**From:** "Moser, Daniel (FTA)" <daniel.moser@dot.gov>

**To:** "Mani, Gautam (FHWA)" <gautam.mani@dot.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Tran, Hiep" <Tran.Hiep@epa.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>, "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>

**Cc:** "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Wed, 05 Jun 2024 21:35:12 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.png; image003.jpg; image004.jpg

---

FTA concurs with FHWA's direction: proceed as planned as a contingency (if nothing else).

Dan Moser  
Community Planner  
Federal Transit Administration Region 2  
(212) 668-2326

---

**From:** Mani, Gautam (FHWA) <gautam.mani@dot.gov>

**Sent:** Wednesday, June 5, 2024 5:19 PM

**To:** Moser, Daniel (FTA) <daniel.moser@dot.gov>; Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black.lily@epa.gov; Tran, Hiep <Tran.Hiep@epa.gov>; laurita.matthew@epa.gov; Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Cc:** Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

Yes, FHWA agrees with having the meeting next week as well.

One thing I would **strongly advise** is that, in the meantime, NYMTC proceed with **posting its conformity determination document and resolution as is** with the PFAC materials for 6/20.

Thank you,  
Gautam

Gautam Mani, AICP  
Senior Community Planner  
FHWA NY Division  
(518) 431-8860  
[Gautam.mani@dot.gov](mailto:Gautam.mani@dot.gov)

**From:** Moser, Daniel (FTA) <[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>

**Sent:** Wednesday, June 5, 2024 3:17 PM

**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Papageorgiou, Ona P (DEC)

<[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Mani, Gautam (FHWA)

<[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep

<[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov); Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

I agree. FTA will be developing a response to this and other CP-related questions and will want to coordinate with both FHWA and EPA on any response.

Dan Moser

Community Planner

Federal Transit Administration Region 2

(212) 668-2326

---

**From:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 3:07 PM

**To:** Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT)

<[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Mani, Gautam (FHWA) <[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>; Moser, Daniel (FTA)

<[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep

<[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov); Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

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+ Mark Maglienti

All (including Mark) - Should we try to schedule a separate call, or should we discuss this on the regularly scheduled 6/12 ICG call? It looks like Gautam will be out of the office until Monday 6/10.

Mark – Can you answer Ona’s question?

Thanks,

Carl

**Carl Kochersberger**

Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>

**Sent:** Wednesday, June 5, 2024 2:42 PM

**To:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)

**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

I believe that this brings up at least a few questions and a call to discuss may be useful.

Can more information on how congestion pricing was included and to what extent it can be assessed in the modeling be highlighted in the meantime or on a call?

Best Regards,  
Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers

Chief, Mobile Source & Climate Change Planning

Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**

625 Broadway, Albany, NY 12233-3251

P: (518) 402-8396 | F: (518) 402-9035 | [ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)



---

**From:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:56 PM

**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)

**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation

**Importance:** High

NYS Interagency Consultation Group for air quality conformity,

Please see email below from NYMTC.

Governor Hochul has just announced an indefinite pause to the MTA's congestion pricing program. NYMTC's 2024 Draft Transportation Conformity Determination, which is completed and has already gone through the public review process, includes the Congestion Pricing program and was slated to be adopted at their June 20<sup>th</sup> PFAC meeting. How should NYMTC proceed?

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN, AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Price, Anna (FHWA)" <anna.price@dot.gov>

**To:** "Mani, Gautam (FHWA)" <gautam.mani@dot.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>

**Cc:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>

**Subject:** Re: Conformity/Congestion Pricing

**Date:** Wed, 05 Jun 2024 21:44:21 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.jpg

---

I agree with Gautam's advice re: NYMTC's conformity.  
Thank you Carl for reaching out to us.

---

**From:** Mani, Gautam (FHWA) <gautam.mani@dot.gov>

**Sent:** Wednesday, June 5, 2024 5:14:00 PM

**To:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>

**Subject:** RE: Conformity/Congestion Pricing

Thanks Carl and Anna! Yes, if we can use our scheduled ICG call next Wednesday to address this (as you proposed in the separate thread), I think that would work best for all and give me enough time to pull together accurate information. Maybe the "orphan area" MPOs do not need to attend in that case, as there aren't really pressing issues in those areas.

One thing I would **strongly advise** is that, in the meantime, NYMTC proceed with **posting its conformity determination document and resolution as is** with the PFAC materials for 6/20. I recognize that the document has already gone through public comment, but NYMTC's two week notice period for PFAC meetings would start tomorrow.

Thank you,  
Gautam

Gautam Mani, AICP  
Senior Community Planner  
FHWA NY Division  
(518) 431-8860  
[Gautam.mani@dot.gov](mailto:Gautam.mani@dot.gov)

---

**From:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>

**Sent:** Wednesday, June 5, 2024 3:14 PM

**To:** Price, Anna (FHWA) <anna.price@dot.gov>

**Cc:** Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Mani, Gautam (FHWA) <gautam.mani@dot.gov>

**Subject:** RE: Conformity/Congestion Pricing

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Thanks Anna,

I think we'll have to wait. I wish I was in Buffalo (it's my home town)!

Thanks again,

Carl

**Carl Kochersberger**

Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Price, Anna (FHWA) <[anna.price@dot.gov](mailto:anna.price@dot.gov)>

**Sent:** Wednesday, June 5, 2024 3:11 PM

**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>

**Cc:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)

**Subject:** RE: Conformity/Congestion Pricing

*ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.*

Hi Carl-

I am in Buffalo at the moment. Gautam is also out of the office.  
Can we wait until next week to discuss how to proceed?

Thank you  
Anna

---

**From:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:28 PM

**To:** Price, Anna (FHWA) <[anna.price@dot.gov](mailto:anna.price@dot.gov)>

**Cc:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Mani, Gautam (FHWA) <[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>

**Subject:** RE: Conformity/Congestion Pricing

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Anna,

I see Gautam is out for training. Could you please see below and let us know if you have any thoughts?

Thanks,

Carl

**Carl Kochersberger**

Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)[www.dot.ny.gov](http://www.dot.ny.gov)**From:** Kochersberger, Carl R. (DOT)**Sent:** Wednesday, June 5, 2024 1:26 PM**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)**Cc:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>**Subject:** FW: Conformity/Congestion Pricing**Importance:** High

Hi Gautam,

Would you have any thoughts on how we should handle this?

Thanks,

Carl

**Carl Kochersberger**

Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)[www.dot.ny.gov](http://www.dot.ny.gov)**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>**Sent:** Wednesday, June 5, 2024 1:24 PM**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN, AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>**Subject:** Conformity/Congestion Pricing**Importance:** High

Carl/George,

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.



NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

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(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>

**To:** "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Tran, Hiep" <Tran.Hiep@epa.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>, "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>

**Cc:** "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>

**Subject:** Re: NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Thu, 06 Jun 2024 12:24:39 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.png; image003.jpg; image004.jpg; Outlook-cid\_image0.png; Outlook-cid\_image0(1).png; Outlook-http\_\_\_int.png

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DEC concurs with this direction and to a meeting after Gautam returns.

Best Regards,  
Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers  
Chief, Mobile Source & Climate Change Planning  
Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**

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P: (518) 402-8396 | F: (518) 402-9035 | [ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)

[www.dec.ny.gov](http://www.dec.ny.gov) |  | 



**Department of  
Environmental  
Conservation**

---

**From:** Moser, Daniel (FTA) <daniel.moser@dot.gov>

**Sent:** Wednesday, June 5, 2024 5:35 PM

**To:** gautam.mani@dot.gov <gautam.mani@dot.gov>; Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black.lily@epa.gov <Black.lily@epa.gov>; Tran, Hiep <Tran.Hiep@epa.gov>; laurita.matthew@epa.gov <laurita.matthew@epa.gov>; Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

Cc: Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov> **PageID: 9546**

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

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FTA concurs with FHWA's direction: proceed as planned as a contingency (if nothing else).

Dan Moser  
Community Planner  
Federal Transit Administration Region 2  
(212) 668-2326

---

**From:** Mani, Gautam (FHWA) <gautam.mani@dot.gov>

**Sent:** Wednesday, June 5, 2024 5:19 PM

**To:** Moser, Daniel (FTA) <daniel.moser@dot.gov>; Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black.lily@epa.gov; Tran, Hiep <Tran.Hiep@epa.gov>; laurita.matthew@epa.gov; Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Cc:** Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

Yes, FHWA agrees with having the meeting next week as well.

One thing I would **strongly advise** is that, in the meantime, NYMTC proceed with **posting its conformity determination document and resolution as is** with the PFAC materials for 6/20.

Thank you,  
Gautam

Gautam Mani, AICP  
Senior Community Planner  
FHWA NY Division  
(518) 431-8860  
[Gautam.mani@dot.gov](mailto:Gautam.mani@dot.gov)

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**From:** Moser, Daniel (FTA) <[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>

**Sent:** Wednesday, June 5, 2024 3:17 PM

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**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

I agree. FTA will be developing a response to this and other CP-related questions and will want to coordinate with both FHWA and EPA on any response.

Dan Moser

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**Sent:** Wednesday, June 5, 2024 3:07 PM  
**To:** Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Mani, Gautam (FHWA) <[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>; Moser, Daniel (FTA) <[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov); Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>  
**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
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+ Mark Maglienti

All (including Mark) - Should we try to schedule a separate call, or should we discuss this on the regularly scheduled 6/12 ICG call? It looks like Gautam will be out of the office until Monday 6/10.

Mark – Can you answer Ona’s question?

Thanks,

Carl

**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**  
Pod 4-1, 50 Wolf Road, Albany, NY 12232  
518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)  
[www.dot.ny.gov](http://www.dot.ny.gov)



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**Sent:** Wednesday, June 5, 2024 2:42 PM  
**To:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)  
**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

I believe that this brings up at least a few questions and a call to discuss may be useful.

Can more information on how congestion pricing was included and to what extent it can be assessed in the modeling be highlighted in the meantime or on a call?

Best Regards,  
Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers  
Chief, Mobile Source & Climate Change Planning  
Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**

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Department of  
Environmental  
Conservation



**From:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:56 PM

**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)

**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation

**Importance:** High

NYS Interagency Consultation Group for air quality conformity,

Please see email below from NYMTC.

Governor Hochul has just announced an indefinite pause to the MTA's congestion pricing program. NYMTC's 2024 Draft Transportation Conformity Determination, which is completed and has already gone through the public review process, includes the Congestion Pricing program and was slated to be adopted at their June 20<sup>th</sup> PFAC meeting. How should NYMTC proceed?

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



Department of  
Transportation

**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN, AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Tran, Hiep" <Tran.Hiep@epa.gov>

**To:** "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "george.neerackal@dot.ny.gov" <george.neerackal@dot.ny.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black, Lily (she/her/hers)" <Black.Lily@epa.gov>, "Laurita, Matthew" <Laurita.Matthew@epa.gov>, "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>

**Cc:** "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Thu, 06 Jun 2024 12:50:50 +0000

**Importance:** Normal

**Inline-Images:** image005.png; image006.png; image007.png; image008.jpg; image009.png; image010.jpg; image011.jpg

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EPA also concurs with this direction and to a meeting after Gautam returns.

---

**From:** Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>

**Sent:** Thursday, June 6, 2024 8:25 AM

**To:** Daniel.moser@dot.gov; gautam.mani@dot.gov; Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; george.neerackal@dot.ny.gov; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black, Lily (she/her/hers) <Black.Lily@epa.gov>; Tran, Hiep <Tran.Hiep@epa.gov>; Laurita, Matthew <Laurita.Matthew@epa.gov>; Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Cc:** Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>

**Subject:** Re: NYMTC Conformity/Congestion Pricing: ICG Consultation

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DEC concurs with this direction and to a meeting after Gautam returns.

Best Regards,  
Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers  
Chief, Mobile Source & Climate Change Planning  
Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**

625 Broadway, Albany, NY 12233-3251

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[www.dec.ny.gov](http://www.dec.ny.gov) |  | 

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## Department of Environmental Conservation

**From:** Moser, Daniel (FTA) <[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>

**Sent:** Wednesday, June 5, 2024 5:35 PM

**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov) <[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov) <[Black.lily@epa.gov](mailto:Black.lily@epa.gov)>; Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov) <[laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)>; Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

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Dan Moser  
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Federal Transit Administration Region 2  
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One thing I would **strongly advise** is that, in the meantime, NYMTC proceed with **posting its conformity determination document and resolution as is** with the PFAC materials for 6/20.

Thank you,  
Gautam

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Community Planner  
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**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

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Mark – Can you answer Ona’s question?

Thanks,

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**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,  
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**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

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Best Regards,  
Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers

Chief, Mobile Source & Climate Change Planning

Bureau of Air Quality Planning, Division of Air Resources

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**From:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:56 PM

**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)

**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation

**Importance:** High

NYS Interagency Consultation Group for air quality conformity,

Please see email below from NYMTC.

Governor Hochul has just announced an indefinite pause to the MTA's congestion pricing program. NYMTC's 2024 Draft Transportation Conformity Determination, which is completed and has already gone through the public review process, includes the Congestion Pricing program and was slated to be adopted at their June 20<sup>th</sup> PFAC meeting. How should NYMTC proceed?

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN, AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>

**To:** "Tran, Hiep" <Tran.Hiep@epa.gov>, "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>, "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>

**Cc:** "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Thu, 06 Jun 2024 13:52:26 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.png; image003.png; image004.png; image005.jpg; image006.png; image007.jpg

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Thanks, all.

George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Tran, Hiep <Tran.Hiep@epa.gov>

**Sent:** Thursday, June 6, 2024 8:51 AM

**To:** Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>; Daniel.moser@dot.gov; gautam.mani@dot.gov; Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black.lily@epa.gov; laurita.matthew@epa.gov; Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Cc:** Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

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EPA also concurs with this direction and to a meeting after Gautam returns.

---

**From:** Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>

**Sent:** Thursday, June 6, 2024 8:25 AM

**To:** [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>;

DOT\_0047361

[george.neerackal@dot.ny.gov](mailto:george.neerackal@dot.ny.gov); Sheehan, Michael P (DEC) <[Michael.Sheehan@dec.ny.gov](mailto:Michael.Sheehan@dec.ny.gov)>; Black, Lily (she/her/hers) <[Black.Lily@epa.gov](mailto:Black.Lily@epa.gov)>; Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; Laurita, Matthew <[Laurita.Matthew@epa.gov](mailto:Laurita.Matthew@epa.gov)>; Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>  
**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** Re: NYMTC Conformity/Congestion Pricing: ICG Consultation

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DEC concurs with this direction and to a meeting after Gautam returns.

Best Regards,  
 Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers  
 Chief, Mobile Source & Climate Change Planning  
 Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**

625 Broadway, Albany, NY 12233-3251  
 P: [\(518\) 402-8396](tel:(518)402-8396) | F: [\(518\) 402-9035](tel:(518)402-9035) | [ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)

[www.dec.ny.gov](http://www.dec.ny.gov) |  | 



**From:** Moser, Daniel (FTA) <[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>  
**Sent:** Wednesday, June 5, 2024 5:35 PM  
**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov) <[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov) <[Black.lily@epa.gov](mailto:Black.lily@epa.gov)>; Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov) <[laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)>; Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>  
**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

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FTA concurs with FHWA's direction: proceed as planned as a contingency (if nothing else).

Dan Moser  
 Community Planner  
 Federal Transit Administration Region 2  
 (212) 668-2326

---

**From:** Mani, Gautam (FHWA) <[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>  
**Sent:** Wednesday, June 5, 2024 5:19 PM  
**To:** Moser, Daniel (FTA) <[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov); Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>  
**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

Yes, FHWA agrees with having the meeting next week as well.

One thing I would **strongly advise** is that, in the meantime, NYMTC proceed with **posting its conformity determination document and resolution as is** with the PFAC materials for 6/20.

Thank you,  
Gautam

Gautam Mani, AICP  
Senior Community Planner  
FHWA NY Division  
(518) 431-8860  
[Gautam.mani@dot.gov](mailto:Gautam.mani@dot.gov)

---

**From:** Moser, Daniel (FTA) <[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>  
**Sent:** Wednesday, June 5, 2024 3:17 PM  
**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Mani, Gautam (FHWA) <[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov); Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>  
**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

I agree. FTA will be developing a response to this and other CP-related questions and will want to coordinate with both FHWA and EPA on any response.

Dan Moser  
Community Planner  
Federal Transit Administration Region 2  
(212) 668-2326

---

**From:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>  
**Sent:** Wednesday, June 5, 2024 3:07 PM  
**To:** Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Mani, Gautam (FHWA) <[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>; Moser, Daniel (FTA) <[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov); Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>  
**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation



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+ Mark Maglienti

All (including Mark) - Should we try to schedule a separate call, or should we discuss this on the regularly scheduled 6/12 ICG call? It looks like Gautam will be out of the office until Monday 6/10.

Mark – Can you answer Ona’s question?

Thanks,

Carl

**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**  
Pod 4-1, 50 Wolf Road, Albany, NY 12232  
518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)  
[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>  
**Sent:** Wednesday, June 5, 2024 2:42 PM  
**To:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)  
**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

I believe that this brings up at least a few questions and a call to discuss may be useful.  
Can more information on how congestion pricing was included and to what extent it can be assessed in the modeling be highlighted in the meantime or on a call?

Best Regards,  
Ona

**Ona Papageorgiou, P.E.**  
She | Her | Hers  
Chief, Mobile Source & Climate Change Planning  
Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**  
625 Broadway, Albany, NY 12233-3251  
P: (518) 402-8396 | F: (518) 402-9035 | [ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)



Department of  
Environmental  
Conservation



**From:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:56 PM

**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)

**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>

**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation

**Importance:** High

NYS Interagency Consultation Group for air quality conformity,

Please see email below from NYMTC.

Governor Hochul has just announced an indefinite pause to the MTA's congestion pricing program. NYMTC's 2024 Draft Transportation Conformity Determination, which is completed and has already gone through the public review process, includes the Congestion Pricing program and was slated to be adopted at their June 20<sup>th</sup> PFAC meeting. How should NYMTC proceed?

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

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Department of  
Transportation

**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN, AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,  
Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA's congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently



includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

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**From:** "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>

**To:** "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>

**Cc:** "Levine, Adam (DOT)" <Adam.Levine@dot.ny.gov>, "Bogacz, Gerry (DOT)" <Gerry.Bogacz@dot.ny.gov>, "AIYEDUN, AFOLABI T (DOT)" <AFOLABI.AIYEDUN@dot.ny.gov>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Tran, Hiep" <Tran.Hiep@epa.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>, "Delano, Stephanie L (DOT)" <Stephanie.Delano@dot.ny.gov>, "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>, "Demarco, Albert J (DOT)" <Albert.Demarco@dot.ny.gov>

**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Thu, 06 Jun 2024 13:57:58 +0000

**Importance:** Normal

**Inline-Images:** image002.jpg; image003.jpg

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Mark,

Based on the ICG guidance, NYMTC can proceed with **posting its conformity determination document and resolution** as is with the PFAC materials for 6/20.

NYMTC Conformity/Congestion Pricing program will be included in the next week June 12<sup>th</sup> ICG meeting agenda.

Thanks,

George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



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**From:** Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>

**Cc:** Levine, Adam (DOT) <Adam.Levine@dot.ny.gov>; Bogacz, Gerry (DOT) <Gerry.Bogacz@dot.ny.gov>; AIYEDUN, AFOLABI T (DOT) <AFOLABI.AIYEDUN@dot.ny.gov>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,  
Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>

**To:** "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>, "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Tran, Hiep" <Tran.Hiep@epa.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>

**Cc:** "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Thu, 06 Jun 2024 15:53:31 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg; image002.png; image003.jpg; image004.jpg

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Thank you, everyone for your quick responses regarding next steps. We will proceed as recommended.

In response to Ona's question below, I can offer that the project was coded using toll locations and toll schedules (as of February 7, 2024) provided to us by MTA and their consultant.

---

**From:** Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>

**Sent:** Wednesday, June 5, 2024 3:07 PM

**To:** Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; gautam.mani@dot.gov; Daniel.moser@dot.gov; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black.lily@epa.gov; Tran, Hiep <Tran.Hiep@epa.gov>; laurita.matthew@epa.gov; Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>

**Cc:** Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

+ Mark Maglienti

All (including Mark) - Should we try to schedule a separate call, or should we discuss this on the regularly scheduled 6/12 ICG call? It looks like Gautam will be out of the office until Monday 6/10.

Mark – Can you answer Ona's question?

Thanks,

Carl

**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

DOT\_0047369



**From:** Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>  
**Sent:** Wednesday, June 5, 2024 2:42 PM  
**To:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)  
**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

I believe that this brings up at least a few questions and a call to discuss may be useful.  
Can more information on how congestion pricing was included and to what extent it can be assessed in the modeling be highlighted in the meantime or on a call?

Best Regards,  
Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers  
Chief, Mobile Source & Climate Change Planning  
Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**  
625 Broadway, Albany, NY 12233-3251  
P: (518) 402-8396 | F: (518) 402-9035 | [ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)



**From:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>  
**Sent:** Wednesday, June 5, 2024 1:56 PM  
**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)  
**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation  
**Importance:** High

NYS Interagency Consultation Group for air quality conformity,

Please see email below from NYMTC.

Governor Hochul has just announced an indefinite pause to the MTA's congestion pricing program. NYMTC's 2024 Draft Transportation Conformity Determination, which is completed and has already gone through the public review

process, includes the Congestion Pricing program and was slated to be adopted at their June 20<sup>th</sup> PFAC meeting. How should NYMTC proceed?

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)




---

**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Neerackal, George (DOT)

<[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN,

AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

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(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)



**From:** "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>

**To:** "Nelson, Debra (DOT)" <Debra.Nelson@dot.ny.gov>, "Byrne, Mary (DOT)" <Mary.Byrne@dot.ny.gov>, "mdebald@dutchessny.gov" <mdebald@dutchessny.gov>, "asorensen@orangecountygov.com" <asorensen@orangecountygov.com>, "cbauer@cdtcmpo.org" <cbauer@cdtcmpo.org>, Aaron Frankenfeld <aaron@agftc.org>, "Reff, Kristopher H. (DOT)" <Kristopher.Reff@dot.ny.gov>, "rguarino@gbnrtc.org" <rguarino@gbnrtc.org>, "Grabau, Matt" <mgrabau@gbnrtc.org>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>, "Scaduto, Stephen J (DOT)" <Stephen.Scaduto@dot.ny.gov>, "sbutler@orangecountygov.com" <sbutler@orangecountygov.com>, "Tawil, Raina" <RTawil@orangecountygov.com>, "Cataldo, Lisa A. (DOT)" <Lisa.Cataldo@dot.ny.gov>, "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>, "JStack@gtcmpo.org" <JStack@gtcmpo.org>

**Cc:** "Bogacz, Gerry (DOT)" <Gerry.Bogacz@dot.ny.gov>, "Levine, Adam (DOT)" <Adam.Levine@dot.ny.gov>, "Standley, Christopher (DOT)" <christopher.standley@dot.ny.gov>, "Savage, Laura E (DOT)" <Laura.Savage@dot.ny.gov>, "Murrell, Glenn (DOT)" <Glenn.Murrell@dot.ny.gov>, "Madu, Uchenna (DOT)" <Uchenna.Madu@dot.ny.gov>, "Jobson, Sandra (DOT)" <Sandra.Jobson@dot.ny.gov>, "Wichser, Greg (DOT)" <Greg.Wichser@dot.ny.gov>, "Kleinberg, Joel A (DOT)" <Joel.Kleinberg@dot.ny.gov>, "Windecker, Deborah (DOT)" <Deborah.Windecker@dot.ny.gov>, "Heyboer, Sharon (DOT)" <Sharon.Heyboer@dot.ny.gov>, "DeRocco, Mark (DOT)" <Mark.DeRocco@dot.ny.gov>, "AIYEDUN, AFOLABI T (DOT)" <AFOLABI.AIYEDUN@dot.ny.gov>, "Shaffer, Ron (DOT)" <Ron.Shaffer@dot.ny.gov>, "anna.price@dot.gov" <anna.price@dot.gov>, "Long, Stephanie (DOT)" <Stephanie.Long@dot.ny.gov>, "Ouimette, Karen (DOT)" <Karen.Ouimette@dot.ny.gov>, "Stiles, Andy (DOT)" <Andy.Stiles@dot.ny.gov>, "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>, "Chiume, Mike (DOT)" <Mike.Chiume@dot.ny.gov>, "Martin, Laura M (DOT)" <Laura.Martin@dot.ny.gov>, "Green, Nathan E (DOT)" <Nathan.Green@dot.ny.gov>, "Mangan, Kathryn (DOT)" <Kathryn.Mangan@dot.ny.gov>, Chris Bauer <cbauer@capitalmpo.org>, "Tran, Hiep" <Tran.Hiep@epa.gov>

**Subject:** Air Quality ICG Meeting 6-12-2024 - Agenda Items

**Date:** Fri, 07 Jun 2024 14:47:28 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg

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**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good morning all,

Please let me know if you have any items you'd like added to the agenda for next Wednesdays ICG meeting by COB Monday, 6/10.

We already have the pause to Congestion Pricing as item #1 on the agenda.

Thanks in advance,

DOT\_0047373



Carl

**Carl Kochersberger**

Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

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[www.dot.ny.gov](http://www.dot.ny.gov)



-----Original Appointment-----

**From:** Kochersberger, Carl R. (DOT)

**Sent:** Wednesday, April 19, 2023 10:14 AM

**To:** Kochersberger, Carl R. (DOT); Nelson, Debra (DOT); Byrne, Mary (DOT); mdebald@dutchessny.gov; asorensen@orangecountygov.com; cbauer@cdtcmpo.org; Aaron Frankenfeld; Reff, Kristopher H. (DOT); rguarino@gbnrtc.org; Grabau, Matt; gautam.mani@dot.gov; Daniel.moser@dot.gov; laurita.matthew@epa.gov; Sheehan, Michael P (DEC); Black.lily@epa.gov; Papageorgiou, Ona P (DEC); Neerackal, George (DOT); Scaduto, Stephen J (DOT); sbutler@orangecountygov.com; Tawil, Raina; Cataldo, Lisa A. (DOT); Shank, Jason B (DOT); JStack@gtcmpo.org  
**Cc:** Bogacz, Gerry (DOT); Levine, Adam (DOT); Standley, Christopher (DOT); Savage, Laura E (DOT); Murrell, Glenn (DOT); Madu, Uchenna (DOT); Jobson, Sandra (DOT); Wichser, Greg (DOT); Kleinberg, Joel A (DOT); Windecker, Deborah (DOT); Heyboer, Sharon (DOT); DeRocco, Mark (DOT); AIYEDUN, AFOLABI T (DOT); Shaffer, Ron (DOT); anna.price@dot.gov; Long, Stephanie (DOT); Ouimette, Karen (DOT); Stiles, Andy (DOT); Maglienti, Mark (DOT); Chiume, Mike (DOT); Martin, Laura M (DOT); Green, Nathan E (DOT); Mangan, Kathryn (DOT); Chris Bauer; Tran, Hiep

**Subject:** Air Quality ICG

**When:** Wednesday, June 12, 2024 9:00 AM-10:00 AM (UTC-05:00) Eastern Time (US & Canada).

**Where:** Webex

Good morning everyone,

I'm sending this appointment to update emails and include the meeting dates for 2024. Please accept this recurring appointment to reserve this time slot on your calendars. The Webex info is below the signature line.

- Wednesday December 13, 2023 at 9AM
- Wednesday February 14, 2024 at 9AM
- Wednesday April 10, 2024 at 9AM
- Wednesday June 12, 2024 at 9AM
- Wednesday August 14, 2024 at 9AM
- Wednesday October 9, 2024 at 9AM
- Wednesday December 11, 2024 at 9AM

Thanks,

**Carl Kochersberger**

Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)

DOT\_0047374



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<https://meetny.webex.com/meetny/j.php?MTID=m9694f8e5ace4e0011e1d917cf956b2ff>

**Join by meeting number**

Meeting number (access code): 1616 15 4090

Meeting password: KhBMhN9N2J3

**Tap to join from a mobile device (attendees only)**

[+1-518-549-0500](tel:+1-518-549-0500), [1616154090##](tel:+1-518-549-0500) US (English Menu)

**Join by phone**

+1-518-549-0500 US (English Menu)

**Join from a video system or application**

Dial [1616154090@meetny.webex.com](tel:+1-518-549-0500)

You can also dial 173.243.2.68 and enter your meeting number.

If you are a host, [click here](#) to view host information.

Need help? Go to <https://help.webex.com>

**From:** "Guendert, Zan (FHWA)" <zan.guendert@dot.gov>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Fogle, Angela (FHWA)" <Angela.Fogle@dot.gov>, "Fleury, Nicole (FHWA)" <Nicolle.Fleury@dot.gov>

**Cc:** "Scriba, Tracy (FHWA)" <Tracy.Scriba@dot.gov>, "Harkins, Michael (FHWA)" <Michael.Harkins@dot.gov>, "Dolan, Alissa (FHWA)" <alissa.dolan@dot.gov>, "Lomax, Brian (FHWA)" <Brian.Lomax@dot.gov>, "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>

**Subject:** Rep. Nadler (NY) - Call on Congestion Pricing Questions

**Date:** Mon, 10 Jun 2024 17:09:49 +0000

**Importance:** Normal

---

Good morning all,

Rep. Nadler's office is requesting a staff level call to discuss congestion pricing in light of recent news. Schedules show the below windows of time I can offer Nadler's office for a 30 min call. On Friday we would have time for a short prep call in advance. Please let me know any conflicts/concerns before end of day today. Thank you!

**Wednesday, June 12<sup>th</sup>:**

10:30am – 11:00am

**Friday, June 14<sup>th</sup>:**

2pm – 4pm ET

**Anticipated Participants:**

Rick Marquis  
Angela Fogle  
Nicole Fleury  
Sharon Vaughn-Fair  
Tracy Scriba (*Wednesday only*)  
FHWA Congressional Affairs

---

**From:** Heineman, Andrew <[Andrew.Heineman@mail.house.gov](mailto:Andrew.Heineman@mail.house.gov)>

**Sent:** Monday, June 10, 2024 11:19 AM

**To:** OST Government Affairs <[OSTGovAffairs@dot.gov](mailto:OSTGovAffairs@dot.gov)>

**Subject:** Rep. Nadler Congestion Pricing Questions

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi – Rep. Nadler has a few Congestion Pricing questions for FHWA in the wake of Governor Hochul's announcement last week.

Please let me know if someone is available for a staff-level phone call this week.

Thank you,

**Andrew Heineman**

Legislative Director

U.S. Representative Jerrold Nadler,

Ranking Member, House Judiciary Committee

2132 Rayburn House Office Building

Washington, DC 20515

Office: (202) 225-5635

Cell: (202) 360-6474

**From:** "Kochersberger, Carl R. (DOT)" <Carl.Kochersberger@dot.ny.gov>

**To:** "Nelson, Debra (DOT)" <Debra.Nelson@dot.ny.gov>, "Byrne, Mary (DOT)" <Mary.Byrne@dot.ny.gov>, "mdebald@dutchessny.gov" <mdebald@dutchessny.gov>, "asorensen@orangecountygov.com" <asorensen@orangecountygov.com>, "cbauer@cdtcmpo.org" <cbauer@cdtcmpo.org>, Aaron Frankenfeld <aaron@agftc.org>, "Reff, Kristopher H. (DOT)" <Kristopher.Reff@dot.ny.gov>, "rguarino@gbnrtc.org" <rguarino@gbnrtc.org>, "Grabau, Matt" <mgrabau@gbnrtc.org>, "gautam.mani@dot.gov" <gautam.mani@dot.gov>, "Daniel.moser@dot.gov" <daniel.moser@dot.gov>, "laurita.matthew@epa.gov" <laurita.matthew@epa.gov>, "Sheehan, Michael P (DEC)" <michael.sheehan@dec.ny.gov>, "Black.lily@epa.gov" <Black.lily@epa.gov>, "Papageorgiou, Ona P (DEC)" <ona.papageorgiou@dec.ny.gov>, "Neerackal, George (DOT)" <George.Neerackal@dot.ny.gov>, "Scaduto, Stephen J (DOT)" <Stephen.Scaduto@dot.ny.gov>, "sbutler@orangecountygov.com" <sbutler@orangecountygov.com>, "Tawil, Raina" <RTawil@orangecountygov.com>, "Cataldo, Lisa A. (DOT)" <Lisa.Cataldo@dot.ny.gov>, "Shank, Jason B (DOT)" <Jason.Shank@dot.ny.gov>, "JStack@gtcmpo.org" <JStack@gtcmpo.org>

**Cc:** "Bogacz, Gerry (DOT)" <Gerry.Bogacz@dot.ny.gov>, "Levine, Adam (DOT)" <Adam.Levine@dot.ny.gov>, "Standley, Christopher (DOT)" <christopher.standley@dot.ny.gov>, "Savage, Laura E (DOT)" <Laura.Savage@dot.ny.gov>, "Murrell, Glenn (DOT)" <Glenn.Murrell@dot.ny.gov>, "Madu, Uchenna (DOT)" <Uchenna.Madu@dot.ny.gov>, "Jobson, Sandra (DOT)" <Sandra.Jobson@dot.ny.gov>, "Wichser, Greg (DOT)" <Greg.Wichser@dot.ny.gov>, "Kleinberg, Joel A (DOT)" <Joel.Kleinberg@dot.ny.gov>, "Windecker, Deborah (DOT)" <Deborah.Windecker@dot.ny.gov>, "Heyboer, Sharon (DOT)" <Sharon.Heyboer@dot.ny.gov>, "DeRocco, Mark (DOT)" <Mark.DeRocco@dot.ny.gov>, "AIYEDUN, AFOLABI T (DOT)" <AFOLABI.AIYEDUN@dot.ny.gov>, "Shaffer, Ron (DOT)" <Ron.Shaffer@dot.ny.gov>, "anna.price@dot.gov" <anna.price@dot.gov>, "Long, Stephanie (DOT)" <Stephanie.Long@dot.ny.gov>, "Ouimette, Karen (DOT)" <Karen.Ouimette@dot.ny.gov>, "Stiles, Andy (DOT)" <Andy.Stiles@dot.ny.gov>, "Maglienti, Mark (DOT)" <Mark.Maglienti@dot.ny.gov>, "Chiume, Mike (DOT)" <Mike.Chiume@dot.ny.gov>, "Martin, Laura M (DOT)" <Laura.Martin@dot.ny.gov>, "Green, Nathan E (DOT)" <Nathan.Green@dot.ny.gov>, "Mangan, Kathryn (DOT)" <Kathryn.Mangan@dot.ny.gov>, Chris Bauer <cbauer@capitalmpo.org>, "Tran, Hiep" <Tran.Hiep@epa.gov>

**Subject:** RE: Air Quality ICG Meeting 6-12-2024 - Agenda Items

**Date:** Wed, 12 Jun 2024 12:22:20 +0000

**Importance:** Normal

**Inline-Images:** image001.jpg

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**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good morning all,

I have not sent out a separate agenda for todays meeting. We have one agenda item, which is to discuss the pause on congestion pricing and the impacts of that on NYMTC's conformity determination.

Thanks, and talk with you in a bit,

Carl

DOT\_0047378

**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

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518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)



---

**From:** Kochersberger, Carl R. (DOT)

**Sent:** Friday, June 7, 2024 10:47 AM

**To:** Nelson, Debra (DOT) <Debra.Nelson@dot.ny.gov>; Byrne, Mary (DOT) <Mary.Byrne@dot.ny.gov>; mdebald@dutchessny.gov; asorensen@orangecountygov.com; cbauer@cdtcmpo.org; Aaron Frankenfeld <aaron@agftc.org>; Reff, Kristopher H. (DOT) <Kristopher.Reff@dot.ny.gov>; rguarino@gbnrtc.org; Grabau, Matt <mgrabau@gbnrtc.org>; gautam.mani@dot.gov; Daniel.moser@dot.gov; laurita.matthew@epa.gov; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black.lily@epa.gov; Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Scaduto, Stephen J (DOT) <Stephen.Scaduto@dot.ny.gov>; sbutler@orangecountygov.com; Tawil, Raina <RTawil@orangecountygov.com>; Cataldo, Lisa A. (DOT) <Lisa.Cataldo@dot.ny.gov>; Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>; JStack@gtcmpo.org

**Cc:** Bogacz, Gerry (DOT) <Gerry.Bogacz@dot.ny.gov>; Levine, Adam (DOT) <Adam.Levine@dot.ny.gov>; Standley, Christopher (DOT) <christopher.standley@dot.ny.gov>; Savage, Laura E (DOT) <Laura.Savage@dot.ny.gov>; Murrell, Glenn (DOT) <Glenn.Murrell@dot.ny.gov>; Madu, Uchenna (DOT) <Uchenna.Madu@dot.ny.gov>; Jobson, Sandra (DOT) <Sandra.Jobson@dot.ny.gov>; Wichser, Greg (DOT) <Greg.Wichser@dot.ny.gov>; Kleinberg, Joel A (DOT) <Joel.Kleinberg@dot.ny.gov>; Windecker, Deborah (DOT) <Deborah.Windecker@dot.ny.gov>; Heyboer, Sharon (DOT) <Sharon.Heyboer@dot.ny.gov>; DeRocco, Mark (DOT) <Mark.DeRocco@dot.ny.gov>; AIYEDUN, AFOLABI T (DOT) <AFOLABI.AIYEDUN@dot.ny.gov>; Shaffer, Ron (DOT) <Ron.Shaffer@dot.ny.gov>; anna.price@dot.gov; Long, Stephanie (DOT) <Stephanie.Long@dot.ny.gov>; Ouimette, Karen (DOT) <Karen.Ouimette@dot.ny.gov>; Stiles, Andy (DOT) <Andy.Stiles@dot.ny.gov>; Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>; Chiume, Mike (DOT) <Mike.Chiume@dot.ny.gov>; Martin, Laura M (DOT) <Laura.Martin@dot.ny.gov>; Green, Nathan E (DOT) <Nathan.Green@dot.ny.gov>; Mangan, Kathryn (DOT) <Kathryn.Mangan@dot.ny.gov>; Chris Bauer <cbauer@capitalmpo.org>; Tran, Hiep <Tran.Hiep@epa.gov>

**Subject:** Air Quality ICG Meeting 6-12-2024 - Agenda Items

Good morning all,

Please let me know if you have any items you'd like added to the agenda for next Wednesdays ICG meeting by COB Monday, 6/10.

We already have the pause to Congestion Pricing as item #1 on the agenda.

Thanks in advance,

Carl

**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,**

**Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)[www.dot.ny.gov](http://www.dot.ny.gov)

-----Original Appointment-----

**From:** Kochersberger, Carl R. (DOT)**Sent:** Wednesday, April 19, 2023 10:14 AM

**To:** Kochersberger, Carl R. (DOT); Nelson, Debra (DOT); Byrne, Mary (DOT); [mdebald@dutchessny.gov](mailto:mdebald@dutchessny.gov); [asorensen@orangecountygov.com](mailto:asorensen@orangecountygov.com); [cbauer@cdtcmpo.org](mailto:cbauer@cdtcmpo.org); Aaron Frankenfeld; Reff, Kristopher H. (DOT); [rguarino@gbnrtc.org](mailto:rguarino@gbnrtc.org); Grabau, Matt; [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov); Sheehan, Michael P (DEC); [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Papageorgiou, Ona P (DEC); Neerackal, George (DOT); Scaduto, Stephen J (DOT); [sbutler@orangecountygov.com](mailto:sbutler@orangecountygov.com); Tawil, Raina; Cataldo, Lisa A. (DOT); Shank, Jason B (DOT); [JStack@gtcmpo.org](mailto:JStack@gtcmpo.org)

**Cc:** Bogacz, Gerry (DOT); Levine, Adam (DOT); Standley, Christopher (DOT); Savage, Laura E (DOT); Murrell, Glenn (DOT); Madu, Uchenna (DOT); Jobson, Sandra (DOT); Wichser, Greg (DOT); Kleinberg, Joel A (DOT); Windecker, Deborah (DOT); Heyboer, Sharon (DOT); DeRocco, Mark (DOT); AIYEDUN, AFOLABI T (DOT); Shaffer, Ron (DOT); [anna.price@dot.gov](mailto:anna.price@dot.gov); Long, Stephanie (DOT); Ouimette, Karen (DOT); Stiles, Andy (DOT); Maglienti, Mark (DOT); Chiume, Mike (DOT); Martin, Laura M (DOT); Green, Nathan E (DOT); Mangan, Kathryn (DOT); Chris Bauer; Tran, Hiep

**Subject:** Air Quality ICG**When:** Wednesday, June 12, 2024 9:00 AM-10:00 AM (UTC-05:00) Eastern Time (US & Canada).**Where:** Webex

Good morning everyone,

I'm sending this appointment to update emails and include the meeting dates for 2024. Please accept this recurring appointment to reserve this time slot on your calendars. The Webex info is below the signature line.

- Wednesday December 13, 2023 at 9AM
- Wednesday February 14, 2024 at 9AM
- Wednesday April 10, 2024 at 9AM
- Wednesday June 12, 2024 at 9AM
- Wednesday August 14, 2024 at 9AM
- Wednesday October 9, 2024 at 9AM
- Wednesday December 11, 2024 at 9AM

Thanks,

**Carl Kochersberger**

Environmental Specialist 3

**New York State Department of Transportation,  
Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)[www.dot.ny.gov](http://www.dot.ny.gov)

-- Do not delete or change any of the following text. --

DOT\_0047380

**When it's time, join your Webex meeting here.**

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Meeting number (access code): 1616 15 4090

Meeting password: KhBMhN9N2J3

**Tap to join from a mobile device (attendees only)**

[+1-518-549-0500](tel:+1-518-549-0500), [1616154090##](tel:+1-518-549-0500) US (English Menu)

**Join by phone**

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**Join from a video system or application**

Dial [1616154090@meetny.webex.com](tel:+1-518-549-0500)

You can also dial 173.243.2.68 and enter your meeting number.

If you are a host, [click here](#) to view host information.

Need help? Go to <https://help.webex.com>



**From:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**To:** "rick.marquis@dot.gov" <rick.marquis@dot.gov>

**Cc:** "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>

**Subject:** CBDTP Re-evaluation status

**Date:** Fri, 14 Jun 2024 00:04:31 +0000

**Importance:** Normal

**Attachments:** CBDTP\_Ltr\_to\_FHWA\_sent\_6-13-24.pdf

---

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Rick,

On behalf of the Project Sponsors for the CBDTP, please see the attached.

Best,

Allison

**Allison L. C. de Cerreño, Ph.D.**

**Chief Operating Officer**

**MTA Bridges and Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)

E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**Cc:** "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>

**Subject:** RE: CBDTP Re-evaluation status

**Date:** Fri, 14 Jun 2024 12:04:43 +0000

**Importance:** Normal

**Attachments:** FHWA\_response\_to\_the\_May\_23\_2024\_June\_13\_2024\_CBDTP\_ReEval\_06142024.pdf

**Embedded:** CBDTP\_Final\_Re-evaluation\_document

---

Good morning,

Please see the attached letter. I have also attached email of the noted version of the Final Re-evaluation document.

Please let me know if any questions.

Thank you,  
Rick

Richard J. Marquis  
Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

---

**From:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

**Sent:** Thursday, June 13, 2024 8:05 PM

**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Cc:** Stephanie.Winkelhake@dot.ny.gov; Beaton, Eric <ebeaton@dot.nyc.gov>

**Subject:** CBDTP Re-evaluation status

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Rick,  
On behalf of the Project Sponsors for the CBDTP, please see the attached.  
Best,  
Allison

Allison L. C. de Cerreño, Ph.D.

**Chief Operating Officer**

**MTA Bridges and Tunnels**

2 Broadway, 23rd floor • NY, NY 10004

T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)

E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

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**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Butler, Ayanna (FHWA)" <ayanna.butler@dot.gov>, "Shepherd, Gloria (FHWA)" <Gloria.Shepherd@dot.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Nelson, Thomas (FHWA)" <thomas.nelson@dot.gov>

**Cc:** "Fleury, Nicolle (FHWA)" <Nicolle.Fleury@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>

**Subject:** RE: Next Steps on CP

**Date:** Fri, 14 Jun 2024 12:09:05 +0000

**Importance:** Normal

---

Good morning,

Per confirmation from Shailen, I sent the FHWA re-evaluation approval (FONSI remains valid) letter to the NY project sponsors at 8:05am.

Thank you,  
Rick

Richard J. Marquis  
Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

---

**From:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Sent:** Friday, June 14, 2024 7:31 AM

**To:** Butler, Ayanna (FHWA) <ayanna.butler@dot.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Nelson, Thomas (FHWA) <thomas.nelson@dot.gov>; Shepherd, Gloria (FHWA) <Gloria.Shepherd@dot.gov>

**Cc:** Fleury, Nicolle (FHWA) <Nicolle.Fleury@dot.gov>

**Subject:** Re: Next Steps on CP

(Adding Gloria)

Good morning Ayanna,

Thank you very much.

Just want to confirm, I am to issue the re-evaluation approval (FONSI remains valid) response letter first thing (8am) this morning to the NY project sponsors. Could you/Gloria confirm please.

FYI, Sharon reviewed the response letter. Thank you Sharon.

Rick

---

**From:** Butler, Ayanna (FHWA) <[ayanna.butler@dot.gov](mailto:ayanna.butler@dot.gov)>

**Sent:** Friday, June 14, 2024 7:23 AM

**To:** Vaughn-Fair, Sharon (FHWA) <[Sharon.Vaughn-Fair@dot.gov](mailto:Sharon.Vaughn-Fair@dot.gov)>; Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>;

Nelson, Thomas (FHWA) <[thomas.nelson@dot.gov](mailto:thomas.nelson@dot.gov)>

**Cc:** Fleury, Nicole (FHWA) <[Nicolle.Fleury@dot.gov](mailto:Nicolle.Fleury@dot.gov)>

**Subject:** FW: Next Steps on CP

Good morning, team! I know Rick sent the attached letter through the chains but I wanted to make sure you were all aware of the decision to publish the re-evaluation first thing this morning. Please let me know if you need me in any way. In the meantime, thank you so much for your hard work on this issue!

Regards,  
Ayanna

**J. Ayanna Butler**

Chief Counsel

US DOT, Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

Direct: 202.821.9938

---

**From:** Sussman, Sabrina (OST) <[sabrina.sussman@dot.gov](mailto:sabrina.sussman@dot.gov)>

**Sent:** Thursday, June 13, 2024 10:58 PM

**To:** Syed, Mohsin (OST) <[mohsin.syed@dot.gov](mailto:mohsin.syed@dot.gov)>; Bhatt, Shailen (FHWA) <[shailen.bhatt@dot.gov](mailto:shailen.bhatt@dot.gov)>; Shepherd, Gloria (FHWA) <[Gloria.Shepherd@dot.gov](mailto:Gloria.Shepherd@dot.gov)>; Fischer, Kara (OST) <[kara.fischer@dot.gov](mailto:kara.fischer@dot.gov)>; Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>; White, Kristin (FHWA) <[kristin.white@dot.gov](mailto:kristin.white@dot.gov)>; Switzer, Marcus (OST) <[marcus.switzer@dot.gov](mailto:marcus.switzer@dot.gov)>; Butler, Ayanna (FHWA) <[ayanna.butler@dot.gov](mailto:ayanna.butler@dot.gov)>; Baker, Sarah (OST) <[sarah.baker1@dot.gov](mailto:sarah.baker1@dot.gov)>; Geier, Paul (OST) <[Paul.Geier@dot.gov](mailto:Paul.Geier@dot.gov)>; Welbes, Matt (FTA) <[Matt.Welbes@dot.gov](mailto:Matt.Welbes@dot.gov)>; Culotta, Michael (FTA) <[Michael.Culotta@dot.gov](mailto:Michael.Culotta@dot.gov)>; Arndt, Kerry (OST) <[kerry.arndt@dot.gov](mailto:kerry.arndt@dot.gov)>; Coes, Christopher (OST) <[christopher.coes@dot.gov](mailto:christopher.coes@dot.gov)>; Fleury, Nicole (FHWA) <[Nicolle.Fleury@dot.gov](mailto:Nicolle.Fleury@dot.gov)>; Wessel, Evan (OST) <[evan.wessel@dot.gov](mailto:evan.wessel@dot.gov)>; Halle, Michael (OST) <[michael.halle@dot.gov](mailto:michael.halle@dot.gov)>; Keitt, Samantha (FHWA) <[samantha.keitt@dot.gov](mailto:samantha.keitt@dot.gov)>; Sinpatanasakul, Leeann (OST) <[L.Sinpatanasakul@dot.gov](mailto:L.Sinpatanasakul@dot.gov)>; Kincaid, Paul (FTA) <[paul.kincaid@dot.gov](mailto:paul.kincaid@dot.gov)>; Iyer, Subash (OST) <[subash.iyer@dot.gov](mailto:subash.iyer@dot.gov)>; Hendrixson, Erin (OST) <[erin.hendrixson@dot.gov](mailto:erin.hendrixson@dot.gov)>; Benjamin, Randall (FHWA) <[randall.benjamin@dot.gov](mailto:randall.benjamin@dot.gov)>; Farajian, Morteza (OST) <[morteza.farajian@dot.gov](mailto:morteza.farajian@dot.gov)>; Trottenberg, Polly (OST) <[polly.trottenberg@dot.gov](mailto:polly.trottenberg@dot.gov)>

**Subject:** Next Steps on CP

All-

Sharing the letter that FHWA received earlier this evening. As per the request outlined in the attached, FHWA will be publishing the re-evaluation first thing tomorrow morning. Thanks to Rick and the broader team for their work on this.

I'll also note that the letter affirms that NY has informed the courts that they believe the litigations remain live. Given that, and along with our finalization of the re-evaluation tomorrow, our plan is to notify the court on Monday that we agree that the case isn't moot.

We will reconvene this group as needed for next steps. Please continue to flag all press inquiries and outreach from the WH.

And as always, thanks for all of your work.

Best,

Sabrina

**Sabrina Sussman**

Chief of Staff

Office of the Deputy Secretary

U.S. Department of Transportation

[Sabrina.Sussman@dot.gov](mailto:Sabrina.Sussman@dot.gov)

Cell: 202-748-0543

**From:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**To:** "Pavlik, Monica (FHWA)" <Monica.Pavlik@dot.gov>, "Price, Anna (FHWA)" <anna.price@dot.gov>, "Anderson, Cindy (FHWA)" <cindy.anderson@dot.gov>

**Cc:** "Gatchell, Chris (FHWA)" <Chris.Gatchell@dot.gov>, "Smith, Kevin S. (FHWA)" <kevin.s.smith@dot.gov>, "Davies, Robert (FHWA)" <Robert.Davies@dot.gov>

**Subject:** FW: CBDTP Re-evaluation status

**Date:** Fri, 14 Jun 2024 12:13:28 +0000

**Importance:** Normal

**Attachments:** FHWA\_response\_to\_the\_May\_23\_2024\_June\_13\_2024\_CBDTP\_ReEval\_06142024.pdf

**Embedded:** CBDTP\_Final\_Re-evaluation\_document

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Monica and Anna – I issued the re-evaluation approval (FONSI remains valid) letter this morning. Words cannot express enough the appreciation of all your efforts.

Please keep for the administrative record.

Cindy – please record as appropriate as well.

Thank you,  
Rick

---

**From:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Sent:** Friday, June 14, 2024 8:05 AM

**To:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

**Cc:** Stephanie.Winkelhake@dot.ny.gov; Beaton, Eric <ebeaton@dot.nyc.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>

**Subject:** RE: CBDTP Re-evaluation status

Good morning,

Please see the attached letter. I have also attached email of the noted version of the Final Re-evaluation document.

Please let me know if any questions.

Thank you,  
Rick

Richard J. Marquis  
Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

---

**From:** C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>  
**Sent:** Thursday, June 13, 2024 8:05 PM  
**To:** Marquis, Rick (FHWA) <[Rick.Marquis@dot.gov](mailto:Rick.Marquis@dot.gov)>  
**Cc:** [Stephanie.Winkelhake@dot.ny.gov](mailto:Stephanie.Winkelhake@dot.ny.gov); Beaton, Eric <[ebeaton@dot.nyc.gov](mailto:ebeaton@dot.nyc.gov)>  
**Subject:** CBDTP Re-evaluation status

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Hi Rick,  
On behalf of the Project Sponsors for the CBDTP, please see the attached.  
Best,  
Allison

**Allison L. C. de Cerreño, Ph.D.**  
**Chief Operating Officer**  
**MTA Bridges and Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)  
E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

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**From:** "C. de Cerreno, Allison" <allison.cdecerreno@mtahq.org>

**To:** "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Cc:** "Stephanie.Winkelhake@dot.ny.gov" <Stephanie.Winkelhake@dot.ny.gov>, "Beaton, Eric" <ebeaton@dot.nyc.gov>, "Vaughn-Fair, Sharon (FHWA)" <Sharon.Vaughn-Fair@dot.gov>, "Biondi, Emily (FHWA)" <Emily.Biondi@dot.gov>

**Subject:** Re: CBDTP Re-evaluation status

**Date:** Fri, 14 Jun 2024 12:18:47 +0000

**Importance:** Normal

---

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Received. Thank you.

**Allison L. C. de Cerreño, Ph.D.**  
**Chief Operating Officer**  
**MTA Bridges and Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: 646-252-7750 • M: 646-899-3735  
E: [acdecerreno@mtabt.org](mailto:acdecerreno@mtabt.org)

---

**From:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>

**Sent:** Friday, June 14, 2024 8:04:43 AM

**To:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>

**Cc:** Stephanie.Winkelhake@dot.ny.gov <Stephanie.Winkelhake@dot.ny.gov>; Beaton, Eric <ebeaton@dot.nyc.gov>; Vaughn-Fair, Sharon (FHWA) <Sharon.Vaughn-Fair@dot.gov>; Biondi, Emily (FHWA) <Emily.Biondi@dot.gov>

**Subject:** RE: CBDTP Re-evaluation status

Good morning,

Please see the attached letter. I have also attached email of the noted version of the Final Re-evaluation document.

Please let me know if any questions.

Thank you,  
Rick

Richard J. Marquis  
Division Administrator  
U.S. DOT/Federal Highway Administration, New York Division  
11A Clinton Avenue, Suite 719  
Albany, NY 12207  
Email: [rick.marquis@dot.gov](mailto:rick.marquis@dot.gov)  
Ph: 518.431.8897  
Cell: 617.413.6675

---

**From:** C. de Cerreno, Allison <allison.cdecerreno@mtahq.org>  
**Sent:** Thursday, June 13, 2024 8:05 PM  
**To:** Marquis, Rick (FHWA) <Rick.Marquis@dot.gov>  
**Cc:** Stephanie.Winkelhake@dot.ny.gov; Beaton, Eric <ebeaton@dot.nyc.gov>  
**Subject:** CBDTP Re-evaluation status

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Hi Rick,  
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Best,  
Allison

**Allison L. C. de Cerreño, Ph.D.**  
**Chief Operating Officer**  
**MTA Bridges and Tunnels**  
2 Broadway, 23rd floor • NY, NY 10004  
T: [646-252-7750](tel:646-252-7750) • M: [646-899-3735](tel:646-899-3735)  
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**From:** "Mani, Gautam (FHWA)" <gautam.mani@dot.gov>

**To:** "Ho, Cecilia (FHWA)" <Cecilia.Ho@dot.gov>, "Marquis, Rick (FHWA)" <Rick.Marquis@dot.gov>

**Subject:** FW: NYMTC Conformity/Congestion Pricing: ICG Consultation

**Date:** Tue, 18 Jun 2024 13:11:47 +0000

**Importance:** High

**Inline-Images:** image001.jpg; image002.png; image003.jpg; image004.jpg

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Just FYI on communication back to NYMTC . . .

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**From:** Mani, Gautam (FHWA)

**Sent:** Tuesday, June 18, 2024 9:10 AM

**To:** Maglienti, Mark (DOT) <Mark.Maglienti@dot.ny.gov>; Kochersberger, Carl R. (DOT) <Carl.Kochersberger@dot.ny.gov>; Papageorgiou, Ona P (DEC) <ona.papageorgiou@dec.ny.gov>; Neerackal, George (DOT) <George.Neerackal@dot.ny.gov>; Moser, Daniel (FTA) <daniel.moser@dot.gov>; Sheehan, Michael P (DEC) <michael.sheehan@dec.ny.gov>; Black.lily@epa.gov; Tran, Hiep <Tran.Hiep@epa.gov>; laurita.matthew@epa.gov  
**Cc:** Shank, Jason B (DOT) <Jason.Shank@dot.ny.gov>; Levine, Adam (DOT) <Adam.Levine@dot.ny.gov>; Byrne, Mary (DOT) <Mary.Byrne@dot.ny.gov>; Mohseni, Ali (DOT) <Ali.Mohseni@dot.ny.gov>; King, Carl R (DOT) <Carl.King@dot.ny.gov>; Chiume, Mike (DOT) <Mike.Chiume@dot.ny.gov>; Bogacz, Gerry (DOT) <Gerry.Bogacz@dot.ny.gov>; Butler, Stacy <sbutler@orangecountygov.com>; Sorensen, Alan <asorensen@orangecountygov.com>

**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

**Importance:** High

Good morning NYS ICG and NYMTC and OCTC Staff,

Below is FHWA, FTA and EPA's joint response regarding how NYMTC should proceed with its conformity determination in light of the Governor of New York's announcement of an "indefinite pause" in implementation of the Central Business District Tolling Program:

*As a result of Governor Hochul's decision to "indefinitely pause" NYC's Congestion Pricing Plan, FHWA, FTA, and EPA have determined that this **should not impact** NYMTC's plan to adopt their upcoming TIP amendment and accompanying conformity determination on 6/20/24. This is because the level/cost of tolls in the congestion pricing plan was previously determined through the ICG to be a planning assumption (as is the norm with bridges or other roads that require tolls) and will continue to be viewed as such. Therefore, per 93.110, conformity determinations must be based on the most current planning assumptions at the start of when the emissions analysis is conducted. When this emissions analysis was initiated, the planning assumptions, including the CBDTP tolling rates, were based on the status of the project that was approved upon and signed into law and the best information at that time; therefore it still meets the requirements of the transportation conformity regulations. At the time of the next conformity determination and/or emissions analysis, the planning assumptions will have to reflect the status of the project and toll rates at that time as long as the tolling "meters" and congestion pricing law is still in place.*

NYMTC should feel free to use the above language verbatim if needed for documentation purposes, or to communicate with your members and the public about the regulatory reasoning for being able to proceed with adoption of the conformity determination. Of course, adoption of the conformity determination and any associated TIP amendments remains at the discretion of NYMTC's member agencies. Our agencies will be represented on Thursday's PFAC Staff and Public Meetings, and we are happy to answer any questions about the above statement from you or member agencies. Please let us know. We thank you for your cooperation and patience in this process.

Gautam Mani, AICP  
Senior Community Planner  
FHWA NY Division  
(518) 431-8860  
[Gautam.mani@dot.gov](mailto:Gautam.mani@dot.gov)

---

**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>  
**Sent:** Thursday, June 6, 2024 11:54 AM  
**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; Mani, Gautam (FHWA) <[gautam.mani@dot.gov](mailto:gautam.mani@dot.gov)>; Moser, Daniel (FTA) <[daniel.moser@dot.gov](mailto:daniel.moser@dot.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)  
**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thank you, everyone for your quick responses regarding next steps. We will proceed as recommended.

In response to Ona's question below, I can offer that the project was coded using toll locations and toll schedules (as of February 7, 2024) provided to us by MTA and their consultant.

---

**From:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>  
**Sent:** Wednesday, June 5, 2024 3:07 PM  
**To:** Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov); Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>  
**Cc:** Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>  
**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

+ Mark Maglienti

All (including Mark) - Should we try to schedule a separate call, or should we discuss this on the regularly scheduled 6/12 ICG call? It looks like Gautam will be out of the office until Monday 6/10.

Mark – Can you answer Ona's question?

Thanks,

Carl

**Carl Kochersberger**  
Environmental Specialist 3

**New York State Department of Transportation,**

DOT\_0047393

**Office of Environment**

Pod 4-1, 50 Wolf Road, Albany, NY 12232

518-485-5316 | [carl.kochersberger@dot.ny.gov](mailto:carl.kochersberger@dot.ny.gov)[www.dot.ny.gov](http://www.dot.ny.gov)

PageID: 9588

**From:** Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>**Sent:** Wednesday, June 5, 2024 2:42 PM**To:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>; [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>**Subject:** RE: NYMTC Conformity/Congestion Pricing: ICG Consultation

I believe that this brings up at least a few questions and a call to discuss may be useful.

Can more information on how congestion pricing was included and to what extent it can be assessed in the modeling be highlighted in the meantime or on a call?

Best Regards,  
Ona

**Ona Papageorgiou, P.E.**

She | Her | Hers

Chief, Mobile Source &amp; Climate Change Planning

Bureau of Air Quality Planning, Division of Air Resources

**New York State Department of Environmental Conservation**

625 Broadway, Albany, NY 12233-3251

P: (518) 402-8396 | F: (518) 402-9035 | [ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)**From:** Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>**Sent:** Wednesday, June 5, 2024 1:56 PM**To:** [gautam.mani@dot.gov](mailto:gautam.mani@dot.gov); [Daniel.moser@dot.gov](mailto:Daniel.moser@dot.gov); Papageorgiou, Ona P (DEC) <[ona.papageorgiou@dec.ny.gov](mailto:ona.papageorgiou@dec.ny.gov)>; Sheehan, Michael P (DEC) <[michael.sheehan@dec.ny.gov](mailto:michael.sheehan@dec.ny.gov)>; [Black.lily@epa.gov](mailto:Black.lily@epa.gov); Tran, Hiep <[Tran.Hiep@epa.gov](mailto:Tran.Hiep@epa.gov)>; [laurita.matthew@epa.gov](mailto:laurita.matthew@epa.gov)**Cc:** Delano, Stephanie L (DOT) <[Stephanie.Delano@dot.ny.gov](mailto:Stephanie.Delano@dot.ny.gov)>; Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Shank, Jason B (DOT) <[Jason.Shank@dot.ny.gov](mailto:Jason.Shank@dot.ny.gov)>**Subject:** NYMTC Conformity/Congestion Pricing: ICG Consultation**Importance:** High

NYS Interagency Consultation Group for air quality conformity,

Please see email below from NYMTC.

Governor Hochul has just announced an indefinite pause to the MTA's congestion pricing program. NYMTC's 2024 Draft Transportation Conformity Determination, which is completed and has already gone through the public review process, includes the Congestion Pricing program and was slated to be adopted at their June 20<sup>th</sup> PFAC meeting. How should NYMTC proceed?

Thanks,  
George

**George Neerackal**

Environmental Specialist 1, Environmental Science Bureau

**New York State Department of Transportation**

50 Wolf Rd, POD 4-1, Albany, NY 12232

(518) 457-9608 | [George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)

[www.dot.ny.gov](http://www.dot.ny.gov)




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**From:** Maglienti, Mark (DOT) <[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)>

**Sent:** Wednesday, June 5, 2024 1:24 PM

**To:** Kochersberger, Carl R. (DOT) <[Carl.Kochersberger@dot.ny.gov](mailto:Carl.Kochersberger@dot.ny.gov)>; Neerackal, George (DOT) <[George.Neerackal@dot.ny.gov](mailto:George.Neerackal@dot.ny.gov)>

**Cc:** Levine, Adam (DOT) <[Adam.Levine@dot.ny.gov](mailto:Adam.Levine@dot.ny.gov)>; Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; AIYEDUN, AFOLABI T (DOT) <[AFOLABI.AIYEDUN@dot.ny.gov](mailto:AFOLABI.AIYEDUN@dot.ny.gov)>

**Subject:** Conformity/Congestion Pricing

**Importance:** High

Carl/George,

Hope all is well –

Carl and I just spoke regarding the significant announcement Gov Hochul just made to “indefinitely pause” the MTA’s congestion pricing by program.

NYMTC seeks your guidance and direction on how we should proceed with Conformity given this news. Recall that the current calendar year 2024 Draft Transportation Conformity Determination, is completed, publicly reviewed, currently includes the Congestion Pricing program, and was slated to be adopted at our June 20<sup>th</sup> PFAC meeting in two weeks. We planned on distributing the documentation to PFAC starting tomorrow, so we appreciate any efforts to provide us some direction as expeditiously as possible.

We are available to join a call at any time - just let us know.

Mark

**Mark Maglienti**

Associate Transportation Analyst

**New York Metropolitan Transportation Council**

25 Beaver Street, Suite 201

New York, NY 10004

(212) 383-2519

[Mark.Maglienti@dot.ny.gov](mailto:Mark.Maglienti@dot.ny.gov)

[www.NYMTC.org](http://www.NYMTC.org)





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 2  
290 BROADWAY  
NEW YORK, NY 10007-1866

January 4, 2023

Ms. Leah Flax

Acting Assistant Vice President and Senior Director, Policy & Operations Analysis  
Metropolitan Transportation Authority  
2 Broadway, 23<sup>rd</sup> Floor  
New York, NY 10004

RE: Central Business District Tolling Program (CBDTP) Technical Memorandum:  
Considerations for Environmental Justice Communities with Existing Pollution or Health  
Burdens (the Technical Memorandum)

Dear Ms. Flax,

The U.S. Environmental Protection Agency (EPA) has reviewed the Technical Memorandum prepared by Metropolitan Transportation Authority (MTA), the Project Sponsor. EPA understands this document has been developed to address comments received on the Draft Environmental Assessment for the CBDTP. Given the expedited timeframe, we have conducted a cursory review focusing on MTA's methodology and criteria to assess potential pre-existing and cumulative impacts to communities with environmental justice concerns.

We have identified the following areas of concern with respect to the proposed methodology for determining impacts to disadvantaged communities:

1. The most important issue EPA would like to highlight is that as currently written the document does not acknowledge the potentially high and adverse impacts on communities and does not commit to mitigation measures to address such impacts. Throughout this NEPA process community members and environmental justice advocates across New York have emphasized the need for binding commitments from the Project Sponsors to mitigate or eliminate all potential environmental and health impacts.
2. MTA has proposed to adopt the Climate and Economic Justice Screening Tool's (CEJST) 90<sup>th</sup> percentile threshold when overlaying pollutant and chronic-disease burden data to identify the most overburdened, or disadvantaged, communities for further analysis. CEJST was developed for federal agencies to identify communities that should receive 40% of the overall benefits of programs included in the Justice40 Initiative. EPA recommends that MTA utilize the appropriate thresholds identified in the technical documentation for the tools utilized for the analysis to identify communities facing environmental and health burdens (80<sup>th</sup> percentile for EJScreen and 66.66<sup>th</sup> percentile for CDC's Environmental Justice Index).





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 2  
290 BROADWAY  
NEW YORK, NY 10007-1866

3. MTA has identified environmental justice census tracts where at least one pre-existing pollutant burden AND at least one pre-existing chronic disease burden are at or above the 90<sup>th</sup> percentile nationally, and where truck traffic could increase under the tolling scenario. Section 1-101 of Executive Order 12898 explicitly uses the term “or” when directing agencies to identify and address disproportionately high and adverse human health *or* environmental effects. Additionally, Section 9(a) of Department of Transportation’s Order 5610.2C states “following the guidance set forth in this Order, its Appendix, and DOT’s Environmental Justice Strategy, the head of each Operating Administration and the responsible officials for other DOT components shall determine whether programs, policies or activities for which they are responsible will have an adverse human health *or* environmental effect on minority and low-income populations and whether that adverse effect will be disproportionately high.” EPA encourages MTA to be more inclusive of and less limiting in adopting an “or” methodology for determining census tracts that are factored into the analysis.

EPA appreciates the opportunity to review MTA’s proposed methodology at this stage. Additional comments and recommendations for consideration are included in the shared document in the HDR, Inc. OneDrive folder as requested by the Project Sponsors. If you have any further questions, please contact me at [Kluesner.Dave@epa.gov](mailto:Kluesner.Dave@epa.gov) or 212-637-3653 or reach out to Mark Austin, NEPA Manager, EPA Region 2 at [Austin.Mark@epa.gov](mailto:Austin.Mark@epa.gov) or 212-637-3954.

Sincerely,

*David W. Kluesner*

David W. Kluesner  
Director of Strategic Programs  
Office of the Regional Administrator

Cc:  
Mark Austin, EPA;  
Cindy Barger, EPA;  
Stanley Buzzelle, EPA;  
Ana Mascarenas, US Department of Health and Human Services;  
Arsenio Mataka, US Department of Health and Human Services;  
Monica Pavlik, Federal Highway Administration;  
Anna Price, Federal Highway Administration;  
Christopher Dresser, Federal Highway Administration



Department of  
Transportation



Bridges and Tunnels



May 23, 2024

Mr. Richard Marquis  
Division Administrator  
Federal Highway Administration New York Division  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

**Re: Central Business District Tolling Program, Reevaluation for Consistency with the April 2023 Final Environmental Assessment, Resubmission**

Dear Administrator Marquis:

The Project Sponsors (the New York State Department of Transportation, the Triborough Bridge and Tunnel Authority ("TBTA") and the New York City Department of Transportation) for the Central Business District Tolling Program are submitting the required Reevaluation for Federal Highway Administration (FHWA) approval. The Reevaluation was prepared consistent with 23 C.F.R. §771.129 and assessed the effects of the tolling structure adopted by the TBTA Board to determine whether the effects are consistent with those disclosed in the April 2023 Final Environmental Assessment and whether the mitigation set forth in the June 2023 Finding of No Significant Impact is still valid. The submission addresses comments received from Federal Highway Administration (FHWA) on a draft document that was shared earlier.

You may access the Reevaluation here: [2024-05-23 Re-Evaluation Resubmission](#). We would like to acknowledge and thank you and your colleagues once again for your continued guidance, input, and support throughout this process.

We are excited to have reached this critical milestone. We believe this Reevaluation fulfills our commitment and obligation as required by the National Environmental Policy Act (NEPA) process and look forward to your response.

Sincerely,

Stephanie Winkelhake, P.E.  
Chief Engineer  
New York State Department  
of Transportation

Allison C. de Cerreño, Ph.D.  
Chief Operating Officer  
MTA Bridges and Tunnels

Eric Beaton  
Deputy Commissioner for  
Transportation Planning and  
Management  
New York City Department  
of Transportation

CC Monica Pavlik, FHWA

DOT\_0047399



Department of  
Transportation



Bridges and Tunnels



June 13, 2024

Mr. Richard Marquis  
Division Administrator  
Federal Highway Administration New York Division  
Leo W. O'Brien Federal Building  
11A Clinton Avenue, Suite 719  
Albany, NY 12207

Re: **Central Business District Tolling Program, Status on the Reevaluation**

Dear Administrator Marquis:

As Project Sponsors for the Central Business District Tolling Program (the "Program"), we write to follow up on the status of the environmental review process in light of the pause of the Program's planned June 30 launch announced by Governor Hochul last week. The MTA Reform and Traffic Mobility Act remains in effect while the Program is paused.

Although there is not a set duration of the pause, we are asking the Federal Highway Administration ("FHWA") to proceed with the next step in the process under the National Environmental Policy Act ("NEPA") and complete the on-going re-evaluation of the Program. FHWA's determination will provide us with more information relating to the Program. It may also assist the various federal courts in deciding the fully submitted and pending claims under NEPA; as you know, we have informed the courts that those litigations remain live and pending motions should be decided.

We sincerely appreciate the dedication of FHWA's staff throughout the review of the Program. We are committed to keeping FHWA fully informed of the status of the Program.

Sincerely,

Stephanie Winkelhake, P.E.  
Chief Engineer  
New York State Department  
of Transportation

Allison C. de Cerreño, Ph.D.  
Chief Operating Officer  
MTA Bridges and Tunnels

Eric Beaton  
Deputy Commissioner for  
Transportation Planning and  
Management  
New York City Department  
of Transportation

## **Talking Points: Gearing up for Congestion Pricing go-live**

April 22, 2024

### **When does the Congestion Relief Zone toll go live?**

- Starting on June 30, 2024, vehicles entering the Congestion Relief Zone in Manhattan — local streets and avenues at or below 60 Street — will be charged a toll.
- The toll will result in 100,000 fewer vehicles entering the zone every day, relieving crowding in what is today the most congested district in the United States.
  - Fewer cars means less traffic, faster emergency response times, cleaner air, better bus service, and safer streets.
  - The revenue collected will fund critical improvements to our transit system.

### **Where can people sign up to receive discounts on, and exemptions from, the Congestion Relief Zone toll?**

- Starting on Friday, April 26, individuals and institutions can apply for discount and exemption plans at [website].
- Discount and exemption plans include:
  - Low-Income Discount Plan: For households earning less than \$50,000 a year
  - Individual Disability Exemption Plan: For personal vehicles owned by people with disabilities or their caregiver
  - Organizational Disability Exemption Plan: For institutions that own vehicles whose primary purpose is to transport people with disabilities, such as paratransit providers, schools or nursing homes
  - Emergency Vehicle Exemption Plan: For emergency vehicles as defined by NYS Vehicle & Traffic Law
  - Specialized Government Vehicle Exemption Plan: For publicly owned vehicles specifically designed to perform public works
  - Commuter Bus Exemption Plan: For school buses contracted with the NYC Department of Education, commuter vans licensed by the NYC Taxi and Limousine Commission, and buses providing scheduled commuter services open to the public
- In addition, New York State will offer a tax credit for low-income drivers who live in the Congestion Relief Zone. More information about the tax credit will be issued by the NYS Department of Finance in Fall 2024.

### **What is the toll?**

- Passenger vehicles with E-ZPass will be charged \$15 in the peak period and \$3.75 overnight, once daily.
- Trucks and buses will be charged \$24 or \$36 in the peak, depending on their size and function, and \$6 or \$9 overnight.
- The toll for motorcycles will be \$7.50 in the peak and \$1.75 overnight, once daily.
- Passengers of High Volume For-Hire Vehicles (e.g. Uber and Lyft) will pay \$2.50 for every trip to, from, within or through the zone; passengers of taxis, green cabs, black cars and other For-Hire Vehicles will pay \$1.25 per trip.
- The peak period runs from 5am to 9pm Monday through Friday, and 9am to 9pm Saturday and Sunday.

### **How will it work? How can drivers pay the toll?**

- Cameras will pick up the vehicle's license plate information and detect its E-ZPass. If a vehicle doesn't have an E-ZPass account, the owner of the vehicle will receive a bill by mail.
- To secure the lowest tolls, drivers should sign up for E-ZPass.

### **How is the MTA educating people about Congestion Pricing?**

- In preparation toward the toll turning on in late June, the MTA is conducting a comprehensive public education effort that includes:
  - A multi-faceted advertisement campaign
  - In-person community outreach events, both in the transit system and in communities
  - Virtual webinars targeted at particular constituencies
  - Meetings with elected officials, community boards and community-based organizations
  - E-ZPass email campaigns
  - Communications through Transcom
  - Earned media
  - Website & social media
- Most important messages include:
  - Congestion Pricing begins on June 30
  - Sign up for E-ZPass and make sure your account is up to date
  - No more \$10 deposit to open up a new E-ZPass account
  - Discount and exemption plans: here's who qualifies and how to sign up
  - "Nuts & Bolts" questions (nitty-gritty questions about who gets charged what toll and when)
  - The broad benefits of Congestion Pricing / why now

**What's next?**

- Infrastructure: All of the physical infrastructure is installed and connected to electricity and the 5G network. The Congestion Pricing technical teams are now testing all local and network systems to ensure everything is working properly.
- The FHWA is reviewing the potential effects of the Adopted Toll Structure to make sure that those effects are within the boundaries of the Final EA and that the FONSI is still valid. There is nothing to indicate that those effects are unexpected or out of the envelope.

# Congestion Pricing Educational Materials

April 24, 2024



Enclosed please find public-facing materials developed / in development by the MTA to educate the public on Congestion Pricing:

- Pages 3-4: Overview of Congestion Pricing messages and amplification mediums
- Page 5: Congestion Pricing assets previously live in the MTA system
- Page 6: Congestion Pricing assets currently live in the MTA system
- Pages 7-8: Paid media campaign overview, spend & effectiveness
- Page 9: Commuter outreach events
- Page 10: Congestion Pricing Explainer Series (Video)
- Page 11: Rider Video Testimonials
- Page 12: Congestion Relief Zone Fact Sheet
- Page 13: Borough-specific transit improvement palm cards
- Page 14: Congestion Relief Zone website
- Page 15: Exemption and Discount information on [new.mta.info](https://new.mta.info)
- Page 16: Additional work-in-progress educational materials



Overview of Congestion Pricing messages, mediums for amplification, and scale of outreach

‘X’ indicates the outreach medium will be used to amplify Congestion Pricing messages  
‘XX’ / ‘XXX’ indicates the medium plays a larger role in reaching audiences

		Congestion Pricing Messages							
Mediums of Outreach & Message Amplification		Benefits of Cong Pricing	Go Live Date	Program details / nuts & bolts	Sign Up / Update E-ZPass Account	Elimination of \$10 E-ZPass Deposit	Individual plans (IDEP/LIDP)	Institutional / Gov't Exemptions	Promote Transit / Fair Fares / Reduced Fares
In-person outreach	Community Outreach Events (in subway system)	XXX	X	XX	X	X	X		XXX
	Community Outreach Events (street fairs, etc.)	XXX	X	XX	X	X	X		XX
	Community Outreach Events (community-based organizations)	XXX	X	XX	X	X	X		XX
	Elected Official and Community Board Briefings	XXX	XX	XX	X	X	X	X	XX
	MTA exec leadership press / public appearances	XXX	X						X
Virtual outreach	MTA staff webinars aimed at particular constituencies (e.g. disability coalitions, NJ residents, etc.)	X	XX	XXX	X		X		
	MTA outreach to third-party validators and amplifiers (civic & business groups)	X	X	X	X	XXX	XX	XX	X
	MTA internal comms / education sessions for employees	XXX	XXX	XXX	X				
	MTA targeted email outreach to institutions that may qualify for discount and exemption plans	X	XXX	X	XXX	XXX	XXX	XXX	XXX
	MTA and B&T customer service call centers		X	X	XXX	XXX	XXX	XXX	X
Digital outreach	MTA Website	XX	XXX	XXX	XX	XX	XX	XX	X
	MTA CRZ Marketing Microsite	XXX	XXX	X	XXX	XXX	XXX	XXX	XXX
	MTA Social Media Channels	XX	XXX	X	X	X	XX	X	XXX
	Video Explainers / Infographics	X	X	XXX	X		XXX		
	MTA Newsletters	X	X	X	X	X	X	X	X
Advertising	MTA-Owned Screens	XX	XXX	X	X		X		X
	Paid Advertising Campaign	X	XXX		XX	XX	XX		X

INTERNAL USE ONLY

Overview of Congestion Pricing messages, mediums for amplification, and scale of outreach (cont.)

		Congestion Pricing Messages							
Mediums of Outreach & Message Amplification		Benefits of Cong Pricing	Go Live Date	Program details / nuts & bolts	Sign Up / Update E-ZPass Account	Elimination of \$10 E-ZPass Deposit	Individual plans (IDEP/LIDP)	Institutional / Gov't Exemptions	Promote Transit / Fair Fares / Reduced Fares
Third-party amplification	Elected Officials	X	X	X			X		X
	Advocate organizations (social media, field outreach)	XXX	XX	XX	XX	XX	XXX		XXX
	Business groups (newsletters, industry outreach)		X	X				XX	
	Chamber Intergov		X	X			X	XXX	
	City Hall Outreach		X	X			X	XXX	
Industry notices	E-ZPass Website		X	X	XXX	XXX	X	X	
	Tolls By Mail Website		X		XXX	XXX	X	X	
	E-ZPass Mobile App Alerts		X		X				
	MTA Direct Email (E-ZPass holder email outreach)		X		XX	X	XX	X	
	E-ZPass Statements (notes in mailed statements)		X		XX	X	XX		
	TransCom (highway signage text)		X		X	X			
	TLC Industry Notice		X	X	X	X		X	

Congestion Pricing assets previously live in the MTA system



Previously live on subways and buses



Previously live on LIRR and Metro-North



Previously live on subways and buses



Previously live on all modes